The Sea People

- Part 2 of Ruth's Diary
- World Summer Meets
- TIKI 21 & 31 Building
- Pahi 42 reports
- News from Sea People

No 27 October 1995

The Sea People
Magazine of the
Polynesian Catamaran
Association

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UK Summer Meet Raft

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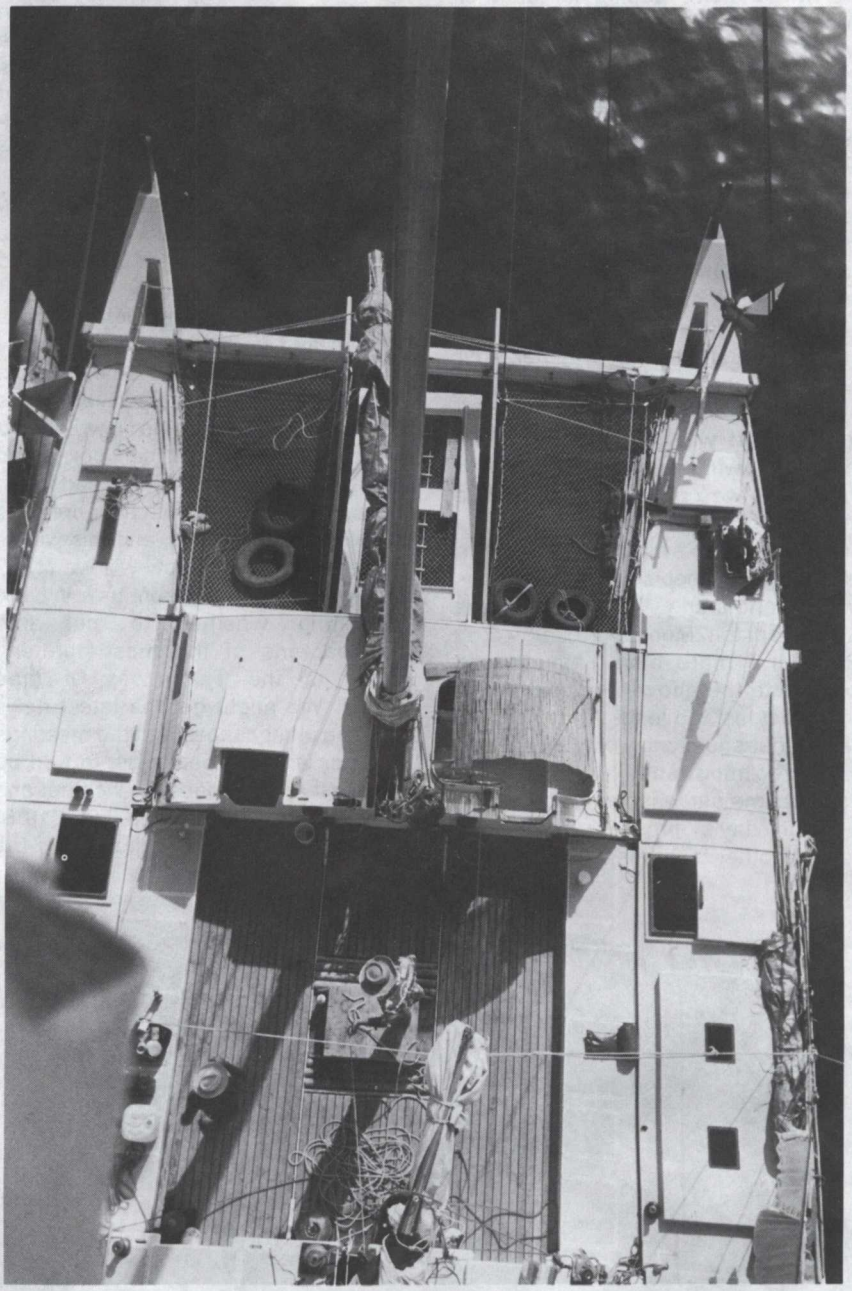
RUTH'S DIARY

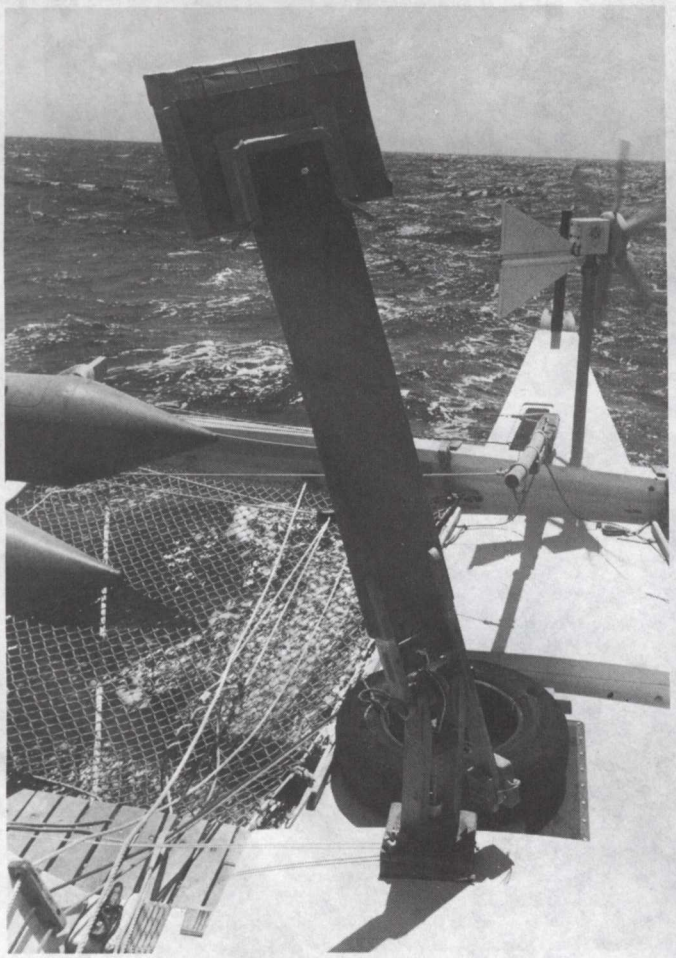
Part 2 of Ruth's report on the voyage of Spirit of Gaia

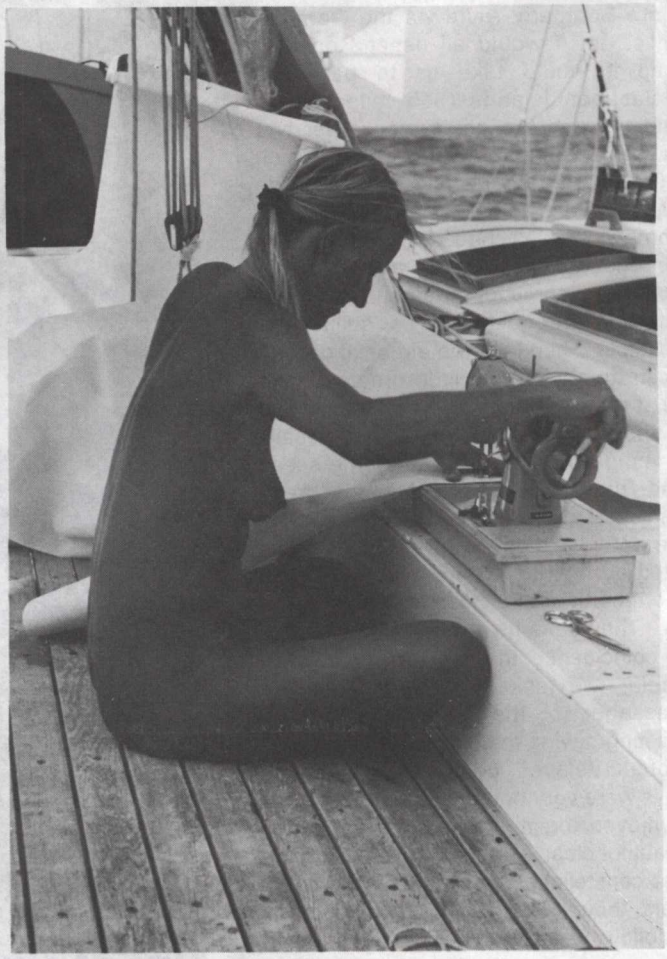


The Polynesian Festival in Tahiti was the aim of our voyage, and the reason for our urgency. We had been invited to act as support, or escort, vessel to the eight double canoe replicas from Hawaii, Cook Islands, Tahiti and New Zealand, to be part of the Canoe Gathering. For this reason we needed to be in Huahine, some 25 miles from Raiatea, by 12th March and, together with the other canoes, enter French Polynesia as a participant in the Pacific Nations first combined canoe voyage from Huahine to Raiatea, so that Customs and Immigration would not place the usual "Bond" on us and our crew.It was now February 4th, 5 weeks before we should be in Huahine, 4465 miles away in a direct line. We had been discussing whether to go via the Marquesas or a more Southerly route via the Gambier Isles, but it would all depend on how long it would take us to pass the Galapagos Islands (845 miles away) and through the doldrums. After two days of reasonable wind during which we covered 271 miles, the winds became light and fluky and finally died completely. We had a daily swim and put our engines on, using all our petrol - apart from some for emergencies - to get through the doldrums as quickly as possible. Then followed almost 6 days of frustration with very little progress, and what progress we made was mainly due to the west-going current. One squally evening and night gave us some speed and, thankfully, lots and lots of fresh rainwater, which tasted far better than the water we'd got in Colon.One meeting lifted our spirits. The British cargo ship "Forthbank" came close by and talked to us. They gave us a weather fax and as, by coincidence, they were on their way to Tahiti, we asked them to relay a message to the organisers of the meeting saying that we were on our way though delayed by the doldrums.The days were very hot, but I must admit that I enjoyed the night watches under the beautiful clear, starry skies, studying the star constellations and finding individual stars, though I didn't have much success in following the Polynesians' and David

Lewis's examples in finding a star path.By Sunday February 12th, rain clouds had again gathered all round us on the horizon. We started the engine to sail towards them, hoping for another bath and beautiful rainwater for drinking. However, before we got there, the clouds had lifted without any rain for us - but we did get wind which was far more important.Had we reached the SE trade winds? It was beautiful to sail all night at 8-9 knots over a smooth sea. For 2 days the wind held, and we calculated how long it would take us to cover the remaining 3430 miles to Huahine. It was full moon, and the next full moon would be during the ceremony at Raiatea, though I never found out whether their Raiatea marae (temple) re-dedication was particularly set at full moon.But then, yesterday, just when I was writing the above, the wind dropped again to nothing. All we could do was to have another swim - but what a surprise - while our previous swims had been in a lovely clear blue deep sea, the water was now green and murky. Was this from the algae or plankton?Monday 20.2.95 - 5°5', 108°W. Five more days have passed since I wrote the above. Fortunately the calm did not last too long. Friday proved to be another squally day with lots of rain and, more importantly, wind. Thus Friday became our washing day! Despite one poor day's progress, we have covered another 800 miles, leaving 2624 miles to Huahine direct, and 20 days in which to do it.

So, there is still hope to make it in time - but, of course, anything can happen before then.Although we have made good progress, the force 4-5 SE winds created very lumpy seas, and a lot of water came over and through the platform. We don't seem to get the steady force 3 SE tradewind which the weather charts show and which others seem to have experienced. Still, I have no complaints, and when James and Hanneke's self-steering vane works, as it usually does, I enjoy my night watches as much as I used to in the past.Now I start wondering, how the other canoes are getting on -the Hawaiian ones coming from the North, the New Zealand one from the South and the Cook Island ones from the West. There had been quite a lot of problems with their previous voyages and gatherings, and this will be the biggest one. And how will we fit in? Will they welcome or resent us? We are considering whether to put into Rangiroa, one of the most northerly islands of the Tuamotoes, if time permits. We might get the latest news about the other canoes and the meetings there - or will it be better just to turn up and face it all? Perhaps the weather and sea will decide...Sunday, 26.2.95 - 10°S, 124°W.The weather and life during the last 6 days have been much more settled. The winds do not change so much, so we don't have to change our sails so much. The daily mileage's have been between 150 miles and 185 miles, with an average of 165 miles.Life, too, seems to be more or less the same. What do we do? Jamie - and we - are lucky to have amongst our friends and crew a teacher, who gives him daily lessons.We can still provide and enjoy regular good meals. Joke is baking fresh bread each day, and the occasional cake for the night watches. Rosemarie and I provide the lunch with many different salads, sausage, cheese and, recently, even fresh fish, i.e. the flying fish that land aboard every night. Although the bananas have all gone, there are still some oranges, apples, grapefruit and tomatoes left, not to forget the lemons which we use for the occasional rum punch. And the main meals in the evenings are varied and good.Our crew across the Atlantic were very good at fishing too. It is not so good now, but a couple of times we caught a fish and hung some of it up to dry, and this has also provided some delicious meals.At the moment, Hanneke's wind vane saves us steering, but at night we all take a two-hour watch. With six adults, this works out perfectly. We are surprised how few whales and dolphins we have seen. Twice we saw whales and, perhaps four or five times, dolphins, but always only a passing pod and none of the





expected (or hoped for) dolphins riding the bow waves or staying with us for some time.Wednesday . 8.3.95 - 16^0 S, 148^{0}W. Ten days nearer the end of our journey, and only 140 miles to Huahine. With the wind falling lighter again, we gave up the idea of putting into Rangiroa. When we passed it last night, we thought how very inconvenient it would have been as we would have had to wait 'til morning before entering the lagoon. So, it was/is, in fact, the most direct route from Panama to Huahine which we have chosen. Yesterday afternoon we saw our first low atoll island, Arutua, with palm-fringed beaches and one large building, and we wondered whether the building was a hotel, and whether it was still being used...This morning we saw quite a different sight - the cliffs of Makatea, one of the two non-atoll islands of the Tuamotos. It looked just like one of the islands on the Welsh coast.Nothing else much has happened - no ships, no more flying fish or little squids on deck in the morning, no fish being caught and no whales or dolphins. It is rather an empty sea. Re-reading Thor Heyerdahl's "Kon-Tiki Expedition" about their raft being surrounded by such an enormous sea life, I wonder whether mankind has, in effect, depleted the sea in the last 40-50 years. Or is just the fact that the raft lay so low in the water and moved so slowly, that they were able to see all that life below, and could become part of it, while we are moving so fast that we can only see the top layer of the sea? Our larder of fresh fruit and vegetables is also getting empty, and I think that everybody is longing to get into port. I am probably the most contented crew member. I am very curious and looking forward to what is lying ahead, but I still have plenty to read and write, and I am not bored. I would rather have this beautiful weather, with the odd rain squall, than the great heat which we have experienced -especially in the galley - which could only be relieved by a bucket of cold (29 °C!!) seawater thrown over the head, or the gales encountered in colder climes (and hot ones). However, with the prospect of the tropical isles and the double canoes awaiting us, not to mention a lot of business mail that must be attended to, I am also looking forward to the end of our voyage.Huahine, 14.3.95. A few days ago we landed here, after 33 days at sea. No-one else was here. In fact, the gathering had been postponed for 5 days, mainly because the chief organiser hasn't yet finished his canoe. Even the crew of the two Hawaiian canoes, who had a good, fast trip and arrived much earlier, have been helping Karim Coran to finish his boat. Today he was supposed to launch the boat, and I hope that it all went well. Just now another one of the boats arrived -one of the Cook Island ones which, like "Spirit of Gaia', is built of modern materials - but I have not yet seen it. The New Zealand Canoe was shipped to Tahiti, and one of the Hawaiian and another Cook Island Canoe are still en route. It seems doubtful that they will arrive in time for the ceremony. We, as modern and escort boat, are not invited to the ceremony at the old Marae. This will be the first ceremony there since 1330, when a Maori was murdered there and trouble developed between the Western and the Eastern islanders. Now they will all be working together, every island with their chant will be represented. Even the Easter Islanders are sending a reed canoe/raft for the celebration. Where we should come in, and I feel that it makes it worthwhile for us to have come this long way, is for a new Association being formed of all people, islands etc. interested in the modern development and construction of double canoes. The foundation of this will take place the day following after the ceremony.The two friends, our crew, unfortunately have to leave us on Friday, thus missing all the other canoes and celebrations etc. However, they will take our mail back to Europe, so I will have to finish this epistle in the middle of events. But then, our future has become very uncertain. We do not yet know whether or not we will be sailing with the Polynesian Canoe fleet from Tahiti to the Marquesas and Hawaii. Nor has the Japanese film company, who invited us to the Bonin Islands, a Japanese island group in the Pacific on approximately the same latitude as Hawaii and the Canary Islands, and with a dolphin and whale sanctuary, definitely decided whether they can proceed with the project of filming "Spirit of Gaia" in the Bonin Islands. Whether this has anything to do with the recent earthquake, I do not know. Certainly, our friend and agent, Shige, who is an architect and who lives only 10km from Kobe, will not be able to join us and sail to the Bonin Islands as planned. At the moment he is the only architect in the project to help the tens of thousands of survivors who are living in temporary shelters. Obviously he cannot leave all those people to go sailing with us. Maybe something else will turn up for us after the meeting with the double canoes. With best wishes, Ruth Wharram

Next Issue Part 3 - On to NZ.

PAHI 42 ~ CATANOA

News from Trinidad

Rolf Holtgen

Hi folks. Yellow Catanoa with Nicola and Rolf is now in Trinidad and we are enjoying a tropical climate. In April 91 we left Canary Islands for an enjoyable 3 weeks crossing, lost only a few fishhooks and the forestay. Later from Barbados we went down to S Adventurous Venezuela and the really pretty islands. Then Catanoa looks after herself at anchor for several months in "Spanish water ", Curacao. Logically several useless and some useful items were stolen in that time. Back there Catanoa needs more than some nice words and also the writng down and figuring out new ideas and yes changing. Don't forget that she is maybe one of very few Polycat Captain Cooks right to the plans. Now at the end of '92 she get a full size aft ramp, connected to cross beam 3. It works very well, a very safe and comfortable place and worth both money and time. In Tropical winter 92/93 we go E against current and trades for 750 nm. From Isla Margaritha Veneguela we go at nights under engine via Trinidad. Very nice trip. In July 94 we start working for 5 months just to make some more changes. A strengthened under deck box with 60 gal gravity feed water tank, space for anchors, lines and other things and an epoxy gasoline tank about 20 gal., not in use yet. Any experience and comments about that please write! Next: Throw away these **** daggerboards, close one of the cases as a "Maybe later water tank", one as a chain locker.

Third and most important work out alteration on rudders. Now they are 6" thick/fat and profiled in following manner:-

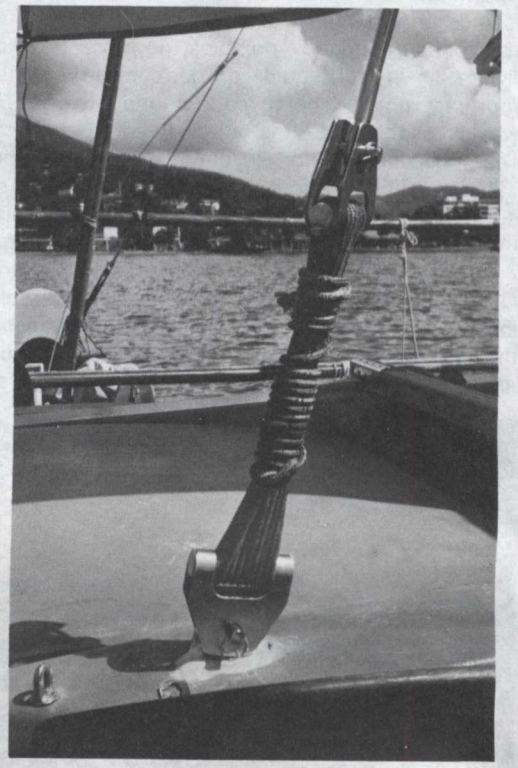
Make a 10% steering angle, sand in to a Naca profile and close the gap! These alterations on the skeg/rudder and closing daggerboard case slots gave us around 15% more speed, or more important to us, now Catanoa goes with much more ease. As an example under ideal Force 4 and later Force 5, 75^0 to wind and waves 5 to 7ft, with double reefed main and jib only (about 25 square meter together), we go 8/9 kn, some runs over 10kn. She never did before with so little sail and with so much ease! On this trip we lost one "Centre" bolt holding the aft netting beam giving the aft ends of Catanoa more flexibility and maybe influencing the findings. We wonder if the fat rudders have reduced the turning circle as she now will turn with much less use of the wheel. We are very impressed and happy now.

Small note: our rig has western style pressed on terminals on 1x19 wire. Use norseman or so, that's much better, but please don't use stainless shackles together with these pressed on terminals. Only with luck we get a new chance! See photo with the now used "Super toggles" as a compromise. Just look at J.W.D. Gaia is up to date if you have not already rigged.

Back to sailing: we enjoy another Caribbean Island season, meets some Polycats: Ariki "Ariki Calico", Tehini "Te Rapunga", Pahi "Turla", (Well done Paul & Jan. ~ Adrian) *(even more if they sent news letters & photo's ! ~ Scott*), Moana (Uliuli) with new owner Tino (*yes & you Valentino ! ~ Scott).* We missed 2 more Pahis and a Pahi 26. Now in March 95 we explore Trinidad & Tabago waters after a successful Trinidad carnival. For Polycats it's a good place for laying up, living and working. Cheap and good food, ply, soft and hardwood, epoxy paint, stainless and aluminium welding and haulout *3-5 Us $ per ft (up to 31ft beam, also trailer. Ask at "Power boat M. F." first. The very friendly manager Donald built a catamaran right here!)

Just beware of the rainy season with tropical high humidity last for structural epoxy works on the other side. That is a nice sailing area in S the delta of Orinoco, in W Venezuela's palm trees and a real Polycat corner on the N 10°40' and W 061°54' with mangoes, peppers, coconuts, bananas and a little river, with some other jungle rivers nearby. Gulf of Paria has plenty fish, lots dophines and pilot whales, but it's green water and it's tricky to came through these "Bucas Del Dragon"

Hearty greetings to our friends. Sad to hear that our mother ship Gaia sailing so quick to a far away Pacific island taking no rest on passage, no meetings just hurry up to attend the Pacific Canoe Meeting. Sure, Polycat sailors are individual persons in that rapidly changing world, we have to find new maybe old ideas just to survive. Could there more answers by the Polynesians? They go in flotillas to new horizons carrying knowledge, know-how or ideas. Imagine what happens in Venezuelan or Colombian or wherever waters with nightly visitors, say 5 "fisherman " coming aboard, or 20 (!) stolen dinghies, on Christmas night in Bequia a lot yachts got unwelcome visitors. But there is no yachting community to help, modern western style ignores other peoples problems. Only the old fashioned liveaboards clung together in a few spots and one day they will be thrown out to build western style marinas, all around here.



Is the answer a few Polycats as a Polynesian flotilla sailing in an easy manner, carrying some tools and a lot of knowledge/ know-how to build boats, yachts, houses or get a well paid job for a couple of weeks without fear about the boat/home? Lets dream, and do that Polynesian way of life too! Write!

Rolf Holtgen, can be contacted c/o Underinger Str. 5,40668 Meerbusch, Germany FAX 2159 81093

PAHI 42 ~ TOROA

Peter Richardson

Ed. Everybody who attended the Summer Meet this year was greatly impressed by 'Toroa' - see James comment in the Meet Report. However there are a few aspects of the boat Peter is not happy with yet. He is hoping that by raising these problems in the magazine others may come up with solutions or advice.

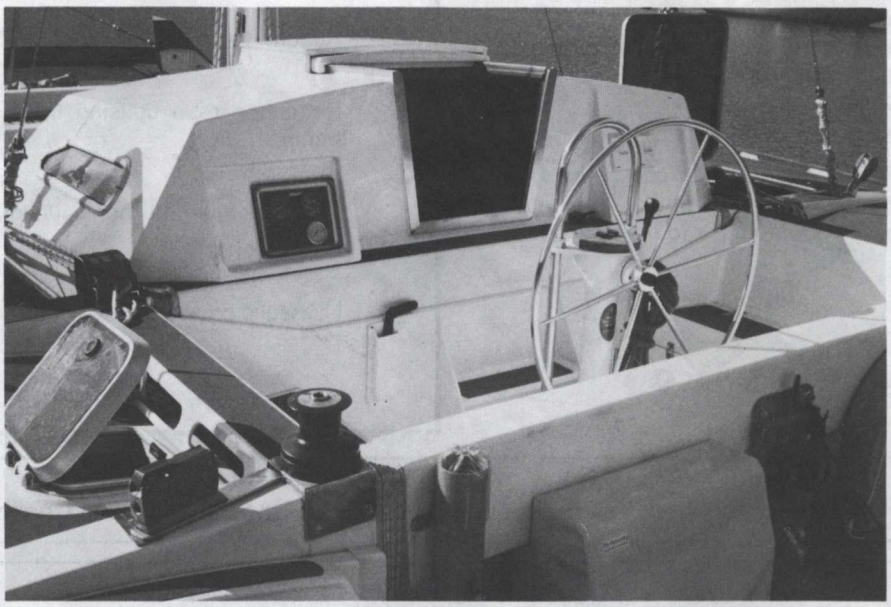
Calling all Captain Cook sailors, help !

I have built a Captain Cook 'Toroa ' which sails well. Whilst I have built in dagger boards slots I haven't as yet fitted the daggerboards. My experience of them on Gazooks my Pahi 31 was 'mixed' they were a pain!

I have checked back through the Dec 85, Feb. 88, Dec 91 and March 92 Seapeople and followed the references to 'end plates' or 'vortex generators'. They seem to be of the magnitude of 5-6ft long x 1ft wide, rounded leading edge, tapered trailing edge - perhaps tapered outboard. Is this correct? Do you know of anyone who has fitted them to a Capt. Cook? Do they have to be below the keelboard or can they be at the bottom of the keel but, above in my case, the galvanised 12mm cope along the keel.

Should in your opinion, the end plates be fitted amidships or nearer the bow? I note in the Dec '91 Seapeople, that a Canadian was considering undertaking some post graduate research into end plates on a Narai hull. Did anything come of this?

Next the rig. To ensure slight flexibility as per the drawing I used rope lanyards on modified shackles - I used 5/16 S/S



U bolts welded into 1" S/S prop shaft to make Stirrups. The 1" bar certainly gave a good radius for the 8x6mm lashing of pre stretched polyester. The 8 turns gave 48mm of rope in 50mm space. Adjustments, whilst tedious, seemed to work. However the problem was subsequent stretch or rather movement, it simply is not possible to evenly tension all the strands.The rig goes slack and goes haywire and the mast 'moves'. Not at all satisfactory and so I intend to change the saddle. What to use? Traditional deadeyes with 3x10mm lanyards? Turnbuckles - I am concerned about overstressing the structure as there will only be give in the beam to hull lashing or is there a better simple method that is easy to adjust, gives a set tension but some flexibility above this of a limited nature?

Now the propulsion problem. I am seeking any comparable data from other Captain Cooks; in particular, engine HP, transmission system, propeller diameter and pitch, shaft revolutions at the propeller and boat speed in smooth and moderate sea conditions.

Under sail I have found her fast and responsive, tacking readily and acceptable to windward (no daggerboards, just small end plates). In moderate winds boat speed of 10 -12 knots are quite the norm, with top speed of 16 knots (under reduced rig) so far. Under power in harbour I have found my boat responsive and easily manoeuvred. However the problem arises in more open water where she only achieves 5.5 knots in settled conditions, and, realistically barely 3 knots under adverse conditions. I had hoped for 7-8 knots tops which should give a reliable 5 knots everywhere.

The power plant is a Kubota 27Hp diesel (Nannidiesel) driving an A70 RHL hydraulic pump to an A200 RHL hydraulic motor directly coupled to a steerable Sonic catamaran drive leg. The leg is suspended from the bridge deck midway between the hulls and swings(now) the *maximum permissible diameter 3 bladed prop(* 16 *x* 16) at, or just below, the recommended depth of immersion. Pipe runs are short and correctly sized, the maximum losses (hydraulic/mechanical) for the approved installation have been calculated by RHL as no greater than 20%.

I have completed a number of careful trials and plotted the results on graphs. Despite a fixed displacement hydraulic pump and motor I do appear to have a varying reduction ratio with increasing engine revs. The original idea was to select a relatively slow shaft speed and a large diameter propeller. The opposite

extreme on my previous boat, a Pahi 31, (an outboard with a small prop and high revs) was less than satisfactory.

The only information/advice on marine propulsion I can find relates to monohulls, is there a significant difference for catamaran requirements? In particular should I take into consideration what I believe is an enhanced speed of water between the hulls that the propeller 'sees'. Has anyone attempted to quantify this factor?

In conclusion, any data or information anyone can offer on this matter would be warmly welcomed. In particular I look forward to hearing from other Captain Cook sailors.

Peter's address can be obtained from the current Yearbook, alternatively send your thoughts to the PCA office.

Toroa Engine data

Waterline length at a cruising displacement of 4.75 tons = 33.16'

Draught - 2.2'

Combined waterline beam of the two hulls - 5.58'

Kubota diesel rated 27 Hp / 3000rpm at the flywheel.

Reduction ratio utilising fixed displacement hydraulic pump to motor = 2.86:1.

20% maximum mechanical/hydraulic losses *should* give 19.6 Hp at the prop.

Hydraulic pressure relief valve currently set at 220 bar.

Next mag:
Build time analysis for this superb boat which won the ' best build' prize at this year's UK Summer Meet.

Diana de la Rue wrote in after we published a short article on Tiki 26 (GRP) 'Slippery Sam'.....

We have enjoyed reading the December 1994 edition of The Sea People. Thanks for publishing our contribution "Slippery Sam´s Summer", copies of which are now on their way to New Zealand and Canada!
I am unable to contribute anything at all useful on the subject of boats but if you ever want to fill a small corner of your magazine you may find my enclosed effort of some use!
With best wishes
Diana de la Rue
(Wife of the Skipper of "Slippery Sam")

CAT FEVER

(With apologies to John Masefield!)
(Diana de la Rue)

I must go down to the Cat. again, to that lovely boat, with a bucket,
And all I ask is a fine day and the energy to scrub it,
For the weed is thick and I must be quick; the tide is making,
And all before my knees are sore and my back is breaking.

I must go down to the Cat. again, for the call of the cleaning chore
Is a droll call and a drear call, and Oh! what a dreadful bore;
And all I ask is a windy day with the white clouds flying,
And the rewards seen in the gleaming paint and the slim hulls drying.

I must go down to the Cat. again, as a good and dutiful wife,
For the gulls have now "performed" again, and I need to scrape with a knife,
And all I ask is a good stiff drink with a smiling Cat.-rover,
And quiet sleep and a sweet dream when the long day´s over.

Ed. Speaks volumes doesn't it fellas.....

TIKI 31 BUILD

John Ostergaard - Denmark

Here's some words and pictures to keep a good magazine going and yes Tim Webb, Canada, there is somebody else out there building Tiki 31's.

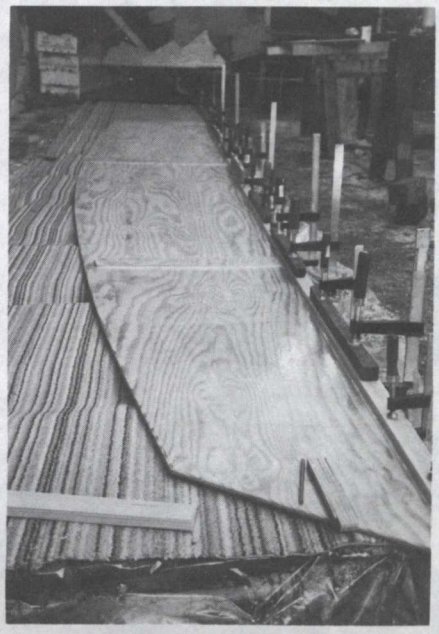
The enthusiasm I was hit by when mostly of curiousity having ordered and received the Design Book clearly telling me "This is it", I guess you have heard that before. what must be unusual is that before I start building my Tiki, I had never sailed a Multihull or even seen a Wharram Cat "Alive". These designs really reek of personality and simple sense. I like the idea of flexibly mounted hulls, which I believe will work the same way as with the Viking Ships. I have friends who build and sail these, that are built without bulkheads allowing them to twist to match wave action, reducing stress loads and increasing speed.

I chose the Tiki 3I for several reasons. It's big enough to carry my family, three kids, one woman and a dog, on longer Summer trips but not bigger than I expect to be able to handle it myself. In count was also building time and method and especially the open space/ cockpits. We like to go fishing and when sailing we usually spend most of the time in the open anyway. I have met people who when told about the size of boat compared with the lack of luxury accommodation, no kitchen and no lavatory !? say "What kind of woman do you have ?! " One could start talking about this or that but I prefer this one "Oh, it's a cheap, well used -57 model, fitted out with a little extra ass and willpower....you know, I was paid to take it."

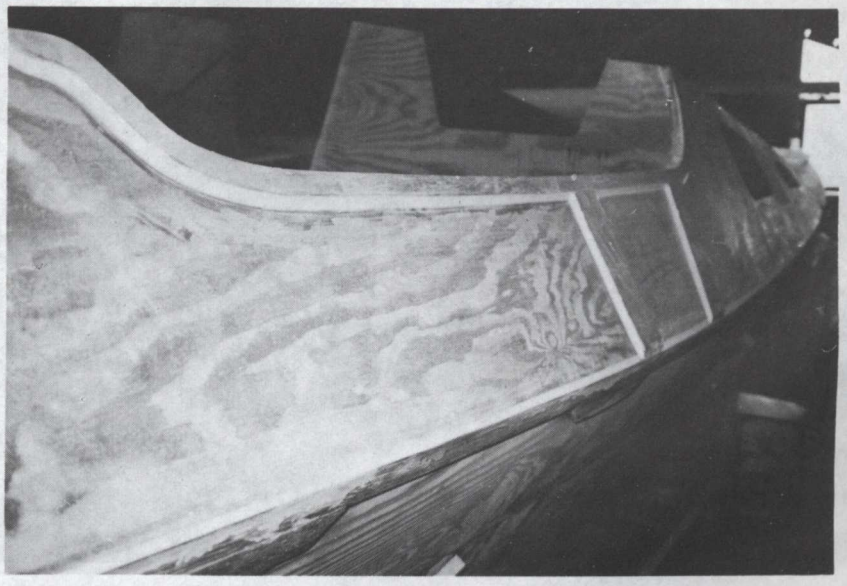
We found it essential to have the building site at our home, so I had to build a shelter on our own ground. I got hold of 2 used Trucktrailer tarpaulins, each 7 + 12,5 m , 8 used electrical wire masts and timber for the roof construction, and soon I had a building site of 6 + 12 m only a few steps from our heatable workshop. Price £300 .

Two days later we had the worst storm in 50 years, with blows close to 40 m/s. The roof tarpaulin blow off and next morning the rest of the building was leaning about 20°. I managed to pull the whole thing back in place with the front winch of my Landcruiser. What a start !!

I have made no serious alterations but put in a little extra strength here and there (deckstringers, keel, cockpit sides etc.) I have used 9mm douglas fir plywood, lot of Larch and a little Oak, Ash and Yang Mahogany. As cover I have used an 290 g Rowex fiberglass and West Epoxy. A fibreglass width of 130cm made it possible to cover a



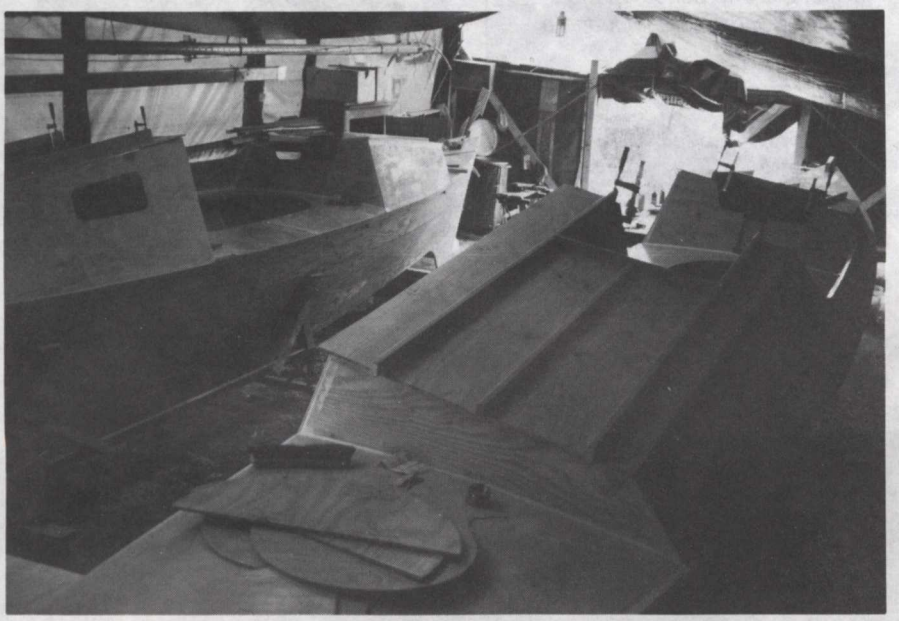
Photos:
Top Making hullsides, a temporary floor was made of cement flags and an old carpet.
Middle Fixing bulkheads or the new and old woman.
Bottom On top of the cockpit side I've put a 3cm strip on the outside and a 5cm strip on the inside. this sharpened up the shape, giving a solid look and a good grip.



hullside in one piece. I've gained confidence with West Epoxy very quickly though never before I have touched fibreglass, epoxy or polyester. A friend who helped me with the hullglassing, having epoxy experience from working on the 3 wings (27m each) that were used on one of the first great Windpower mills build 15 years ago, found West epoxy friendly and easy to work with too.

The only alteration I still consider, is changing the extra tiller system into a double wheel system, made of plywood and mounted in the rear end of the deckboxes. This will provide maximun tiller movement and with cockpit tents added, two sheltered steering places.

Building over a 4-5 year period it's surely possible to buy the right things at the right time. This way I've purchased anchors, masts and wire, witches, fenders, log etc. all good used stuff. A new 10 hp outboard I bought before the Yen went up and the new collection came in, this one saved me £300. A Yang mahogany deck I got for free. Though 10 years old, cut in 50mm pieces still ideal for stringer doublers, crossbean sockets, gaff sliders etc. Helping some family pulling down a 40 year old summer cottage my wood experienced eye immediately spotted the floor timber as fine grained pine or perhaps fir. Anyway, the roof rack was loaded for low speed. After cutting and planing it turned out to be extremely fine grained Larch, I would say quality that would be hard if not impossible to find today, and for sure better than the Larch I found by the local boatbuilder. I have now used it for cockpit gratings.



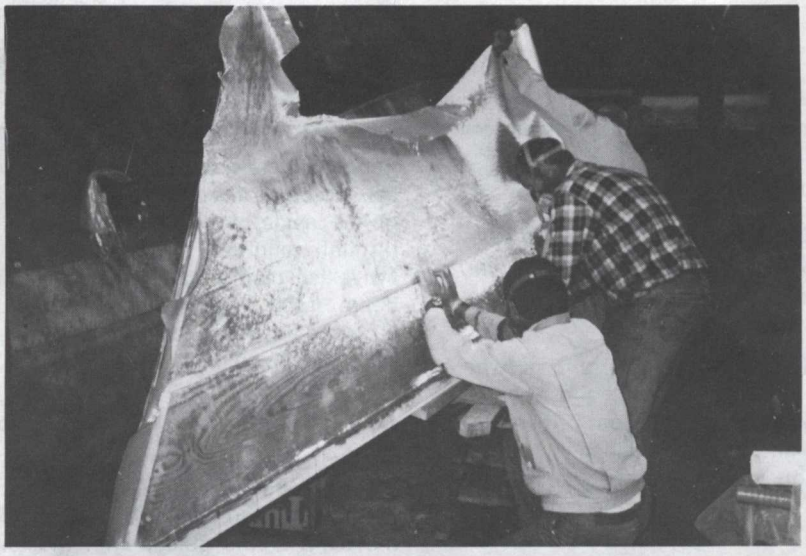
Buiding philosophy

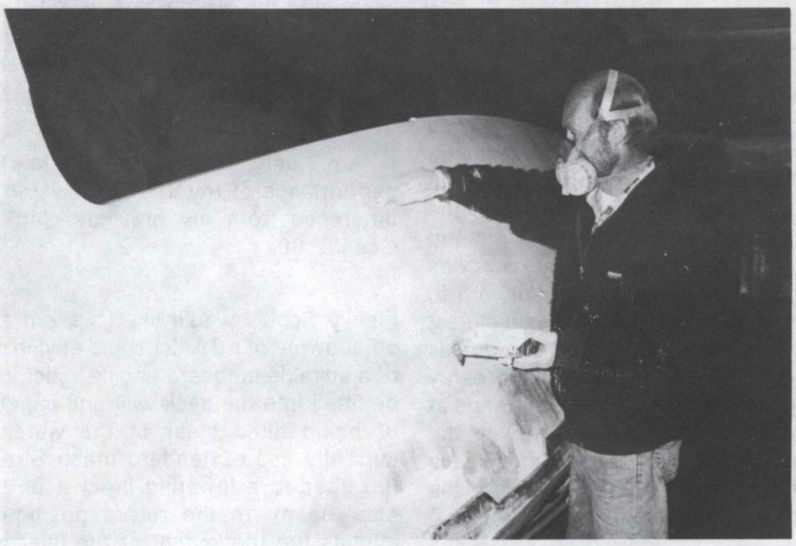
Being a family man I find it very important to be building in the "backyard". Though working at the boat I"m still in touch within reach of the family and to me that's vital. Like a man I've meet who did regret building I don't intent to spend 4-5 years building a boat, to find that the woman and kids have grown just as much and having missed the whole lot. This way of working also gives the family a better chance to be in on the project e.g. did my son at 9 often come talking, working and building himself a 30 m Tiki 31 model. Also it provides many extra hours here and there.

When people come looking at the project they usually say something like "have you already come this far" , then hesitate and say "oh gosh, all the work that is left", looking like they are nearly

Photo's:
Top. I've painted the bottom inside before putting in cockpit floor and bunks, and painted cabin and "blind" ends before fitting decks. Under the cockpit floor, I've put in some shelves, some slide out baskets (from a refrigerator) and in starboard side a floor that gives the cockpit bench a good standing working height.
Middle. Fitting cabin tops.
Bottom. The turning rig described by Mike Crofts in Sea People 21 plus an extra turn.

fainting. I guess any builder attacked by this last feeling / way of looking will have a hard time. The trick I do is splitting the project into pieces like making hullsides, fitting cabintops etc. being glad when a job is done and while working keep in mind that every hour of work surely takes me closer to the goal. To me it works, you know the person in this world you most easily can cheat is yourself. But when trying to figure building time - do not - rather be pessimistic. Personally I considered my other activities, making a proper income to me means working about 30 hours, 40 weeks a year, a woman who deserves / demands to be scratched on the back now and then, doing time as sailing instructor for the young ones in the local sailing club etc. A realistic guess would then be 4 years. Then I added ½ a year for "I don't wanna look at that rubbish" . Now after 2 years it's a very satisfactory feeling still to be ahead of schedule.





Photos:
Top . It took 4 of us to finish all the hullside glassing on both hulls, all pieces had been made in advance and marked. Proper food and liquid service was created by the partners. Bottom. Painting the lower hullside before returning. All painting in and out is done with 2 component Hempel system.

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TIKI 21 ~ KALI

Bob Tink

The photograph shows KALI (ex ZALAMANDER) enjoying the warm waters of Ibiza.

I trailed her from Poole to Ibiza (where I now live) last October and after a few modifications and a coat of paint to the hulls and beams I launched her for the season in May of this year. She now lives on a swinging mooring in Talamanca Bay.

I fitted roller furling to the genoa which meant that the wire luff of the sail became the forestay and the overall strength relied on the very small diameter pin securing the tack to the lower drum. The previous owner had fitted extra shrouds to the ends of the after beams because he was not too happy with the single shrouds arrangement. I moved these forward to the point of each bow, fitting eye plates, to the stem posts, as a belts and braces measure against the new forestay parting. They looked a wee bit strange at first but they do not interfere with the headsail at all and they give me peace of mind when I'm booming along close hauled in a force five or more.

To accommodate a spray hood the genoa sheets have been brought to a leading block fitted high up and right aft on the inside of the hatch coaming then through another block and a fully swivelling clam cleat fitted to the after beam. I sail single handed most of the time and this arrangement brings all the sheets easily to hand.

To overcome the problem of a mess of tangled sheets lying on the deck I have made the genoa sheets one continuous line, passing through the four blocks and the clam cleats guides with the ends secured to the clew. A very simple idea which was passed on to me by a German owner of two Hitias and it works perfectly.

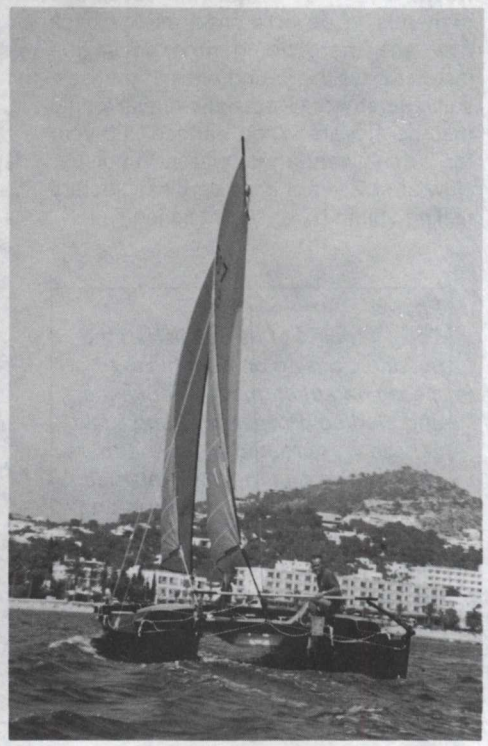
I am very impressed with the performance of my Tiki 21, a world of difference from my previous Cat, an Oceanic 30.

Finally Scott I would like to ask if any other owner of a Tiki 21 could advise me of a suitable outboard engine which can be fitted into the deck-well and capable of being tilted clear of the water. I currently use a standard reach Suzuki 3.5 fitted to a lowering bracket on the after beam. In the raised position it inhibits the movement of the tiller bar and when driving the boat it creates an unfair twisting action on the beam.

Information about the outboard engine could be sent to me direct:

Bob Tink, Apartado 63, Cala Llonga, Ibiza, Spain.

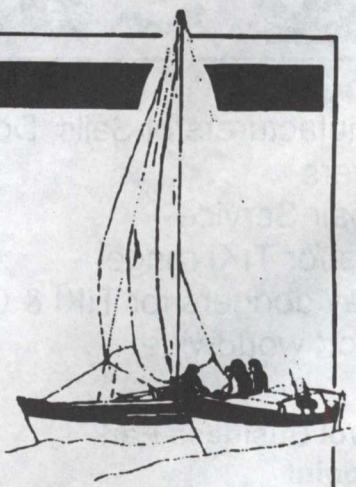
(A Yamaha Malta 3 HP will do the trick the transom may need to be cut down 25-50mm for full tilt- Steve T)



IMAGINE MULTIHULLS

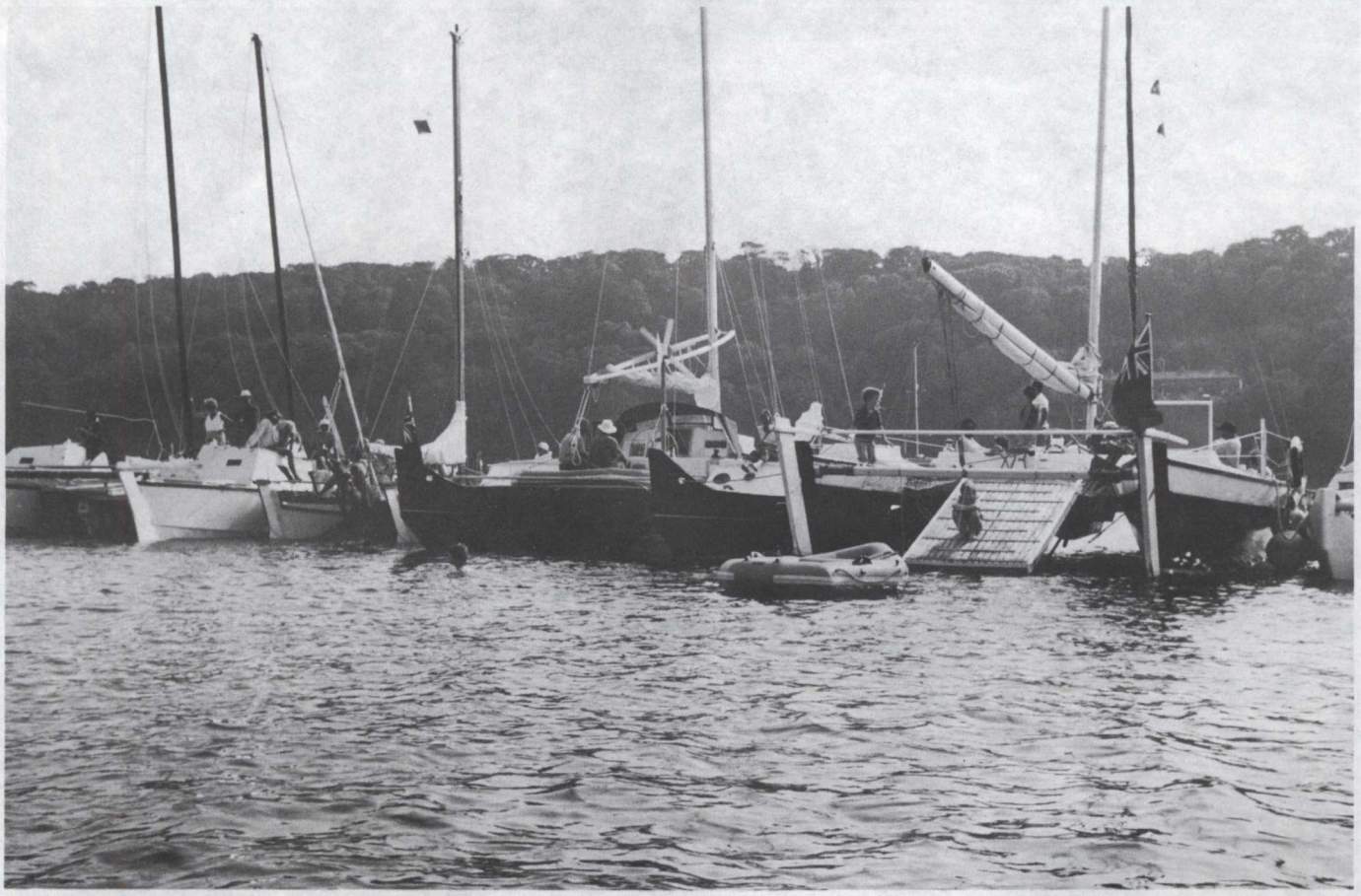
Tiki 21 & 26
in GRP
KIT or SAILAWAY

Aluminium Masts for Tiki Range
Refits & Repairs



Southdown Marina, Millbrook, Torpoint, Cornwall. PL10 1HG
Tel/Fax +44 (0) 1752 823824

UK SUMMER MEET



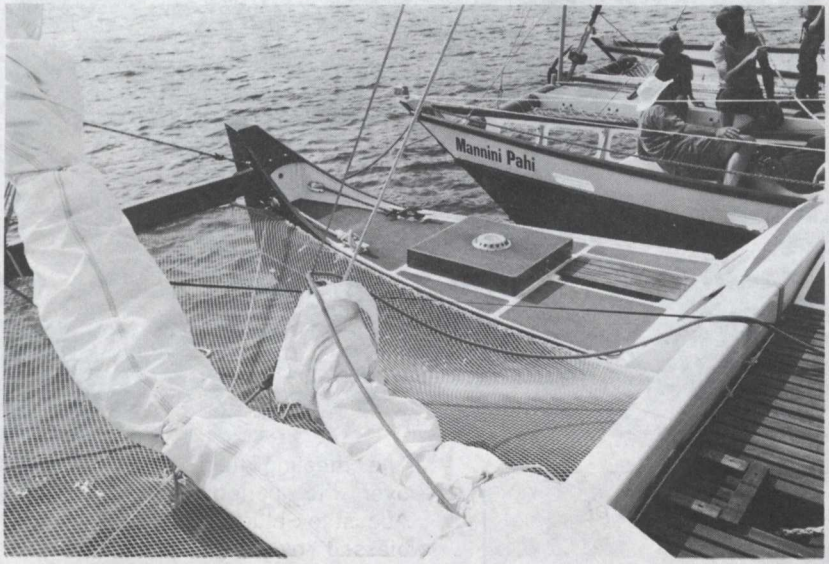
Above: The Saturday raft up in Cawsand Bay on the west shore of Plymouth Sound.

Below: Takahiro Ito's Tiki 36 with James & Ruth aboard.

The meeting held at Southdown over the period Saturday 19th August to Saturday 26th August was blessed by some of the finest weather experienced at one of these events for some years. Not much serious sailing was done but the raft up at Cawsand reached new lengths with vessels ranging from a Hitia 14 to a Pahi 42, prompting James Wharram to comment on his arrival, "This is like being presented with a retrospective of my whole life, it makes me aware of what we have all been working for all these years!"

Boats in the raft included: Helen and John Cartwright's Hitia 14, Björn and Louise Wedel's Tiki 21 "Maughidhoo" , Tiki 21 "Dandylion" Sally Turner, 20ft. beach cat "Rikki" Glen Holburton, Dave & Lena Irving's Narai Mk IV "Havaiki", Pahi 31 "Nellie' Alison, Simon & Helen Tytherleigh. Oro "Mannini Pahi" Chris Dunn, Pahi 42 'Toroa' Peter Richardson, Simon & Jackie Band's Tanenui "Bandosan" and Junko & Takahiro Ito.'s Tiki 36 "Kiboh".

Also at the meeting but not part of the raft up were three Tangaroas:



Clockwise from Top Left:

'Maughidhoo' launching on the slip at Southdown two weeks before the meeting.

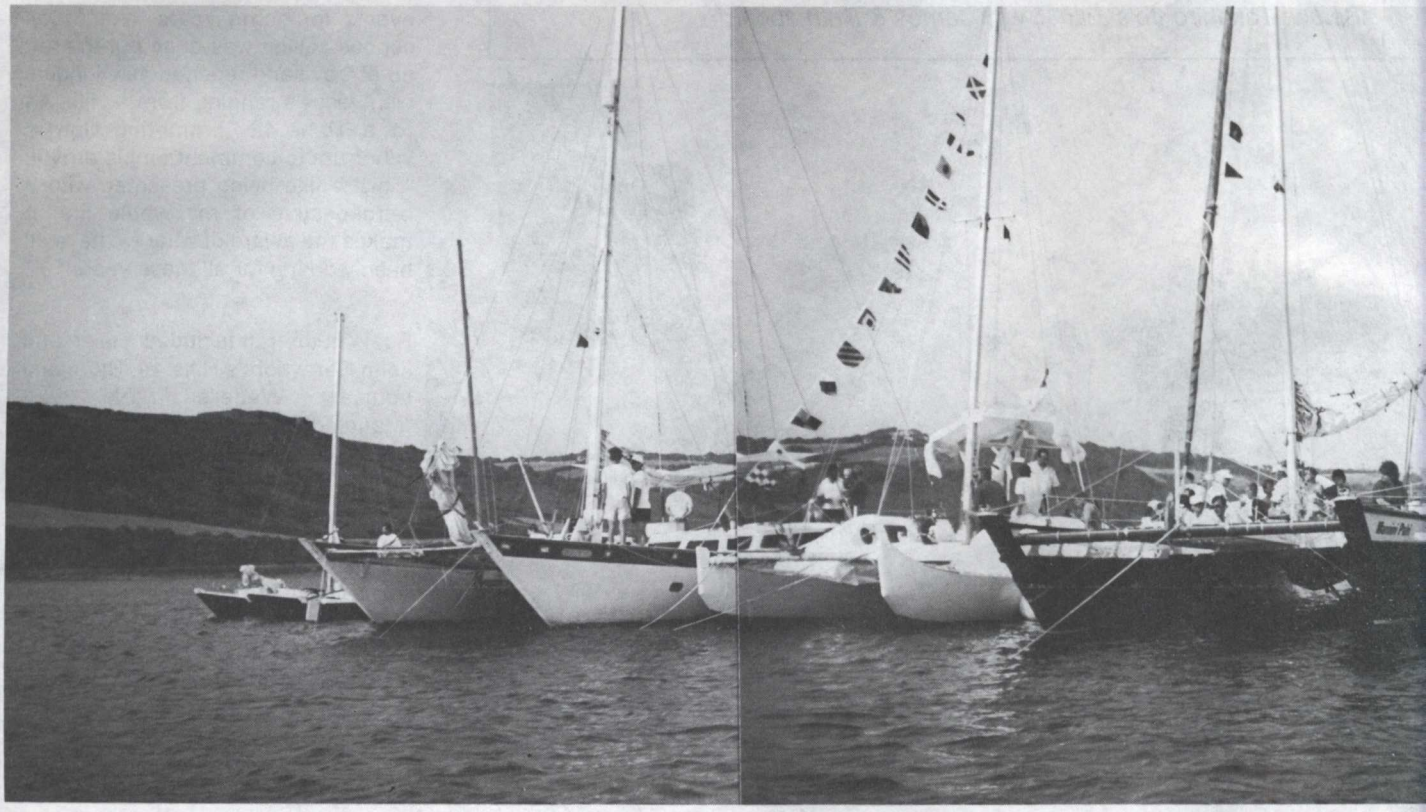
'Mannini Pahi' with bathers on the ramp.

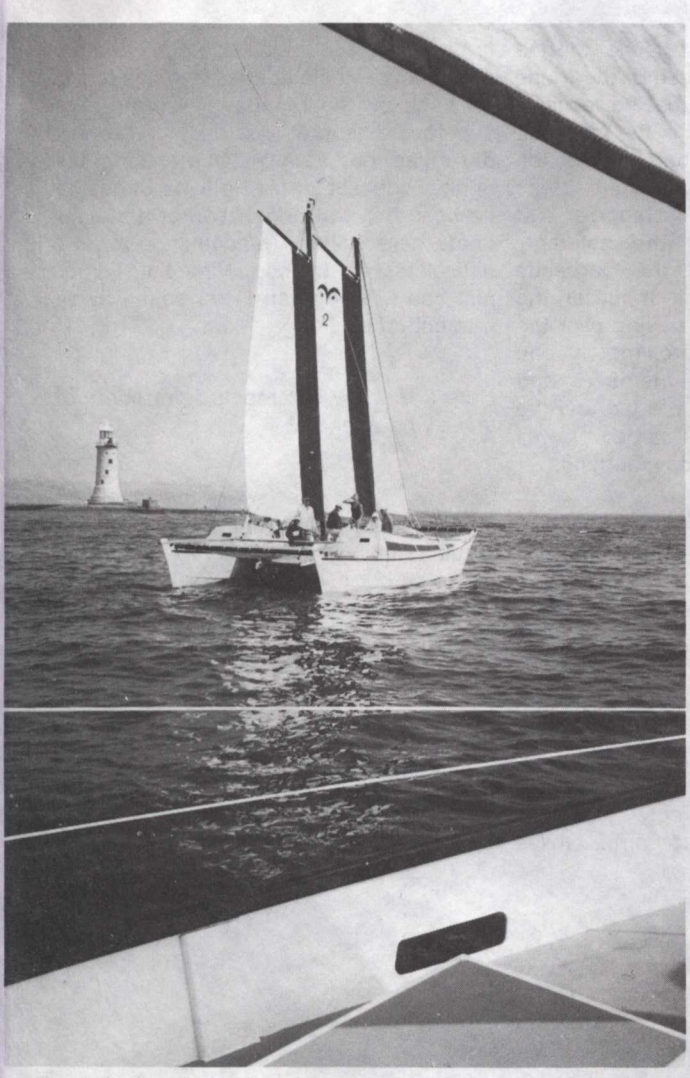
'Kiboh' off Plymouth Breakwater.

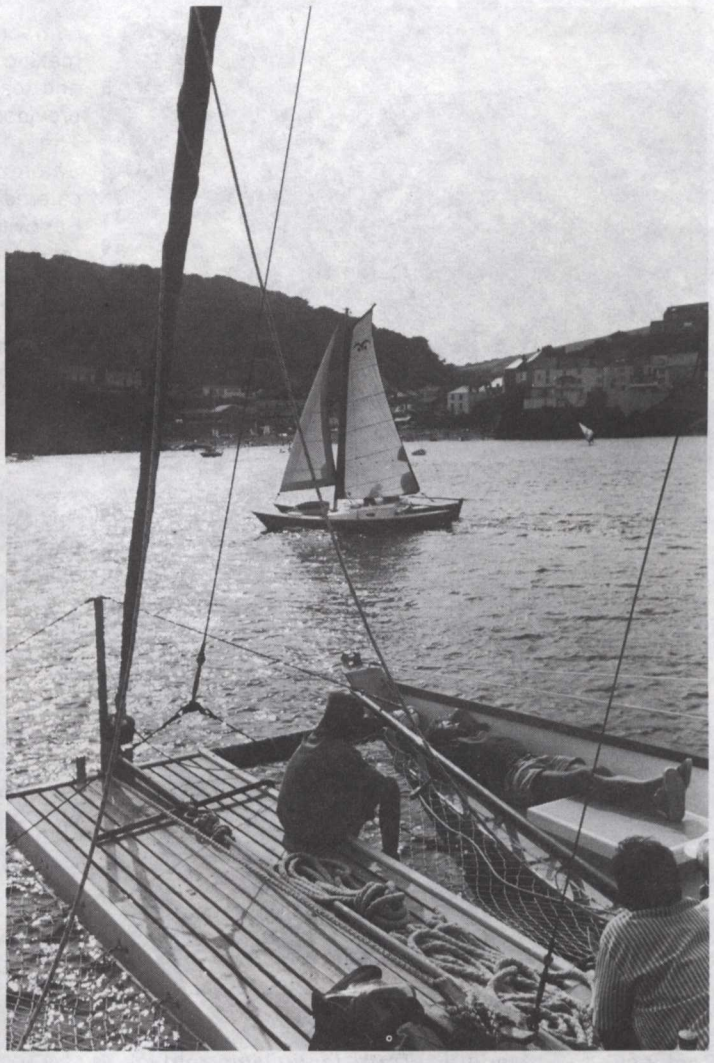
'Dandylion' from 'Mannini Pahi'.

The Raft Up in Cawsand Bay.

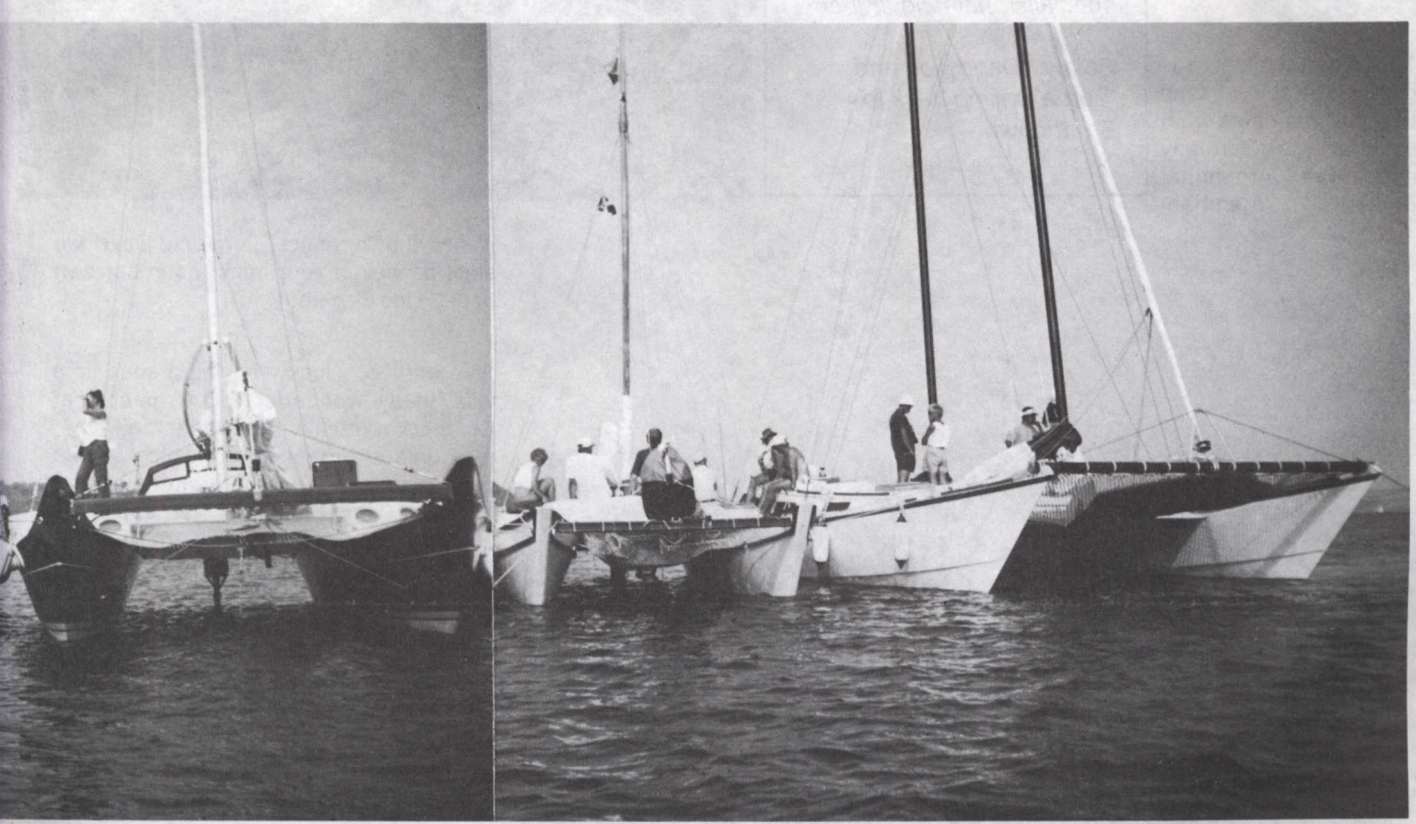
Looking across 'Toroa's' foredeck







Next year's Meet already in plan. Mark down the 3rd weekend in August for a Very Special Event.

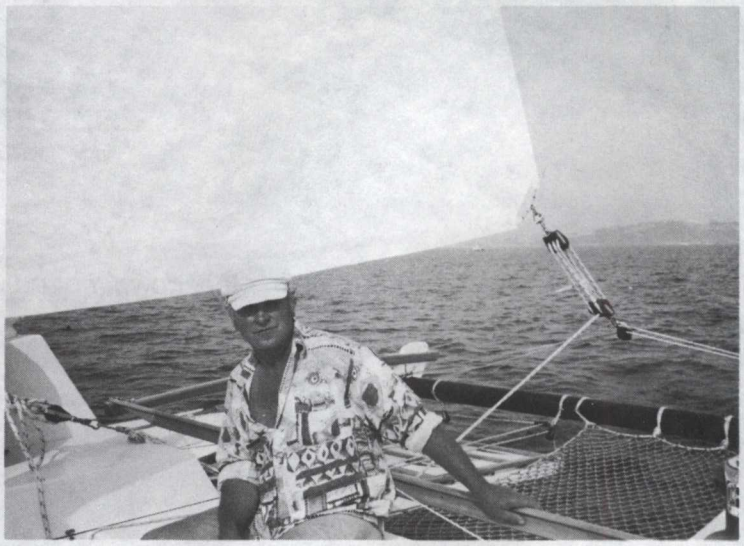


camped at the Marina making use of the fridge and tea making facilities provided in the club hut. The barbecue on Saturday night was catered by member Nat Barkwill who not only provided the barbecue but spent most of the evening slaving over the fire! Approximately one hundred members and friends were fed and the festivities carried on well into Sunday morning.

The awards for best built boat and longest distance sailed to the meeting were both close run things, Simon and Jackie had sailed "Bandosan" down from Scotland and looked to be serious contenders for longest distance but astonishingly, "Toroa" had sailed from 20 miles further up the Scottish coast! Peter had sailed down single handed and had to set off back on the Monday. " Toroa" is a superb example, James Wharram described her as exactly matching his original concept for the Pahi 42. Choosing between her and one or two of the other boats there, notably "Maughidhoo", was a difficult task for the committee but "Toroa" just had the edge so Peter sailed away with both awards.

Here are a few comments from some of those who attended:

"My son David and I were overwhelmed by the really large deck areas of the bigger ships. Of course here is much space on our own Hitia 17, But there is a difference between looking at pictures and seeing ships like Narai, Pahi, Oro, or Tiki 36 in reality. So for us this journey to Southdown was a great success! We would like to meet you again, not only for the boats but also for the reason that you English people are so very loveable and smart ones! Thank you, Alison and Simon, for that trip on your boat. I enjoyed it! And thanks to you, Lena and Dave, we slept as well in your bunk as in our own beds!" Udo Tegethof



"We were very lucky having a good time with many wonderful P.C.A. people at Southdown, I think indeed that the P.C.A. is a unique organisation which seems quite different from other international meetings which I attend, We could not even dream in the busy Japanese urban life of the quiet and easy time at Southdown. We woke there with the sunrise and went to bed with the twilight, there was no T.V. no video and even no newspaper! Finally we had wonderful sailing at seven to nine knots on the way back to Falmouth with Steve Turner who showed me a lot of what I wanted to learn." Takahiro Ito

Volker Ruge's "Iga Khalee" (ex Two's Company), Martin Grout's "Iacta Alia Est" (both Mk.IVs) and George Lundgaard's Mk.II "Nina".

Those attending the meeting by land included members from as far away as Germany and even Argentina! Several members

Top: Jamie Wharram in 'Toroa'.

Right: Nat, the PCA BBQ specialist, helming 'Kiboh'.

Below: Dandylion and 'Toroa' sailing back to Southdown

AUSTRALIAN SUMMER MEET

Carl Reynolds-Tangaroa MkIV

' OHANA' MAIDEN VOYAGE 21st April '95.

5.10am It was dark when we cleared the mouth of the Hawkesbury River and were greeted with the view of row after row of white caps. (So much for the forecast 5-10 knot S.W. winds).

In winds of 25-30 knots we headed east with Barrenjoey lighthouse flashing astern and easily handling the 2 metre swell. Reaching 3 NM offshore we changed course to head north to Lake MacQuarie for the autumn "Cat Meet". Under yankee and main we made a good speed of about 10 knots.

7.00 am. Wind strengthening we started surfing. Slamming into the sloppy seas S.W. wind and S.E. swell. The ride was becoming uncomfortable, so Phil checked the Satnav to find we were doing 17 knots. We reefed the main down to the second reef.

7.15 am. Still surfing on N.E. tack we took down the main and sailed on the yankee. Getting a much more comfortable ride (around 6 knots). We were in no rush as we had to cross the entrance bar at noon on the middle of the incoming tide.

9.00 am. Abeam Noran Head (half way) winds abating.

10.30 am Raised the main again. The sun breaks through at last after 5 hours of bitterly cold winds.

12.00 Noon. Arrived Moon Island. Turned to port and sailed in over the bar, dropping anchor near Swansea Bridge to await the 1 pm. bridge opening.

1.00 pm. We motored into the lake and tied up at the Lake MacQuarie Yacht Club where we were made very welcome - use of showers and full use of club facilities. Phil and I were very happy with "Ohana's" performance. Handling was good and tacking no problem (no need for vortex generators) !!

Saturday 22nd. Sailed down to Nord's Wharf (a scouts camping ground) and tied up to a tree and rear anchor out.

We were soon joined by Ashley Allen who sailed his Tiki 31 "Foot Prints" down the coast from Port Stephens. Dave Mitchell arrived from Sydney on his Tiki 21 "Marodi". The last one to arrive was Bob and Wyn Moon who live on Lake MacQuarie on their Tiki 26 "La Luna". Ray Mills turned back to Sydney on his Tiki-Roa when his engine pod came adrift.

We had a BBQ and a few beers on the rear deck of "Ohana".

Sunday 23rd. We had a lazy day, then had a sail in very light winds with everyone on "Ohana". Most on board were impressed by the way she tacked and sailed in light winds.

We left Nord's Wharf and sailed back to Lake MacQuarie Y.C. arriving in darkness.

Monday 9.00 am. We motored out of the lake and headed south accompanied by Dave Mitchell on "Marodi". The wind was very light so we motor-sailed over glassy seas. Our trip was really made when around 20 dolphins played around the bows for around 30 mins.

As we passed Bird Island, Peter, who was trolling, caused a stir when he caught a Yellow Striped Tuna.

As we neared Broken Bay the wind picked up so we gave the engine a rest and put up the genoa. We were soon doing 8 knots.

We noticed yachts further south were furling sails. The southerly buster gave us experience in taking sails down in gale conditions (character forming). Next time outside, an extension speaker into the cockpit is a must - we would have heard the gale was moving up the coast and been prepared.

We motored into the Hawkesbury River and arrived at our mooring in darkness.

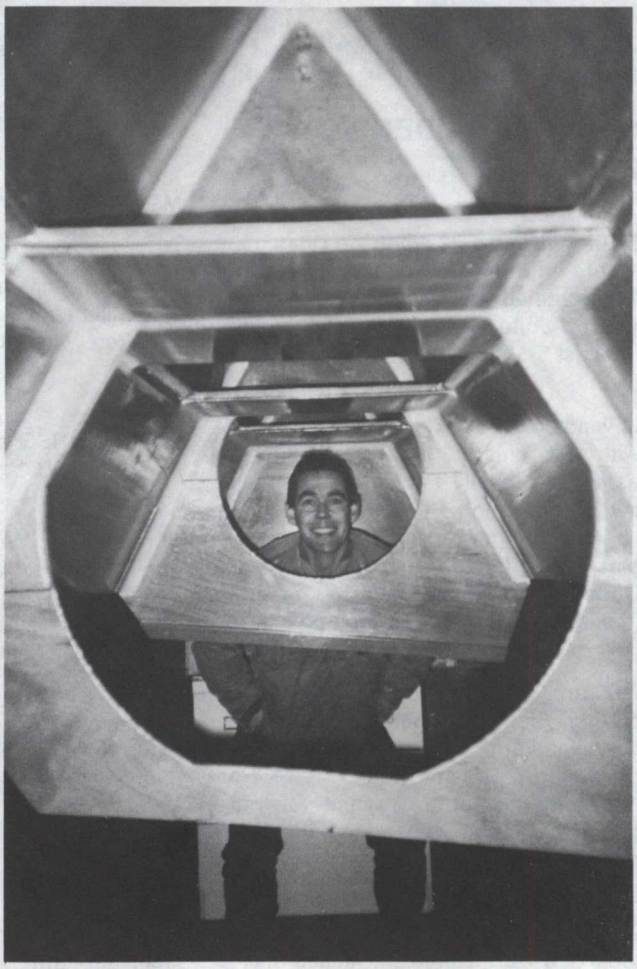
We all decided the trip was a good workout and look forward to the next trip.

'OHANA' is a cutter rigged Tangaroa Mk 4 with a diesel engine installed as per 'IMAGINE' (Seapeople 11)

Ed. Carl tells us the next meet is planned for Nov. 4th & 5th in Pittwater. Our apologies to Carl and all members who would have made this meet & didn't hear from another source, production difficulties have made this magazine very late. Contact Carl, phone (047) 514905.

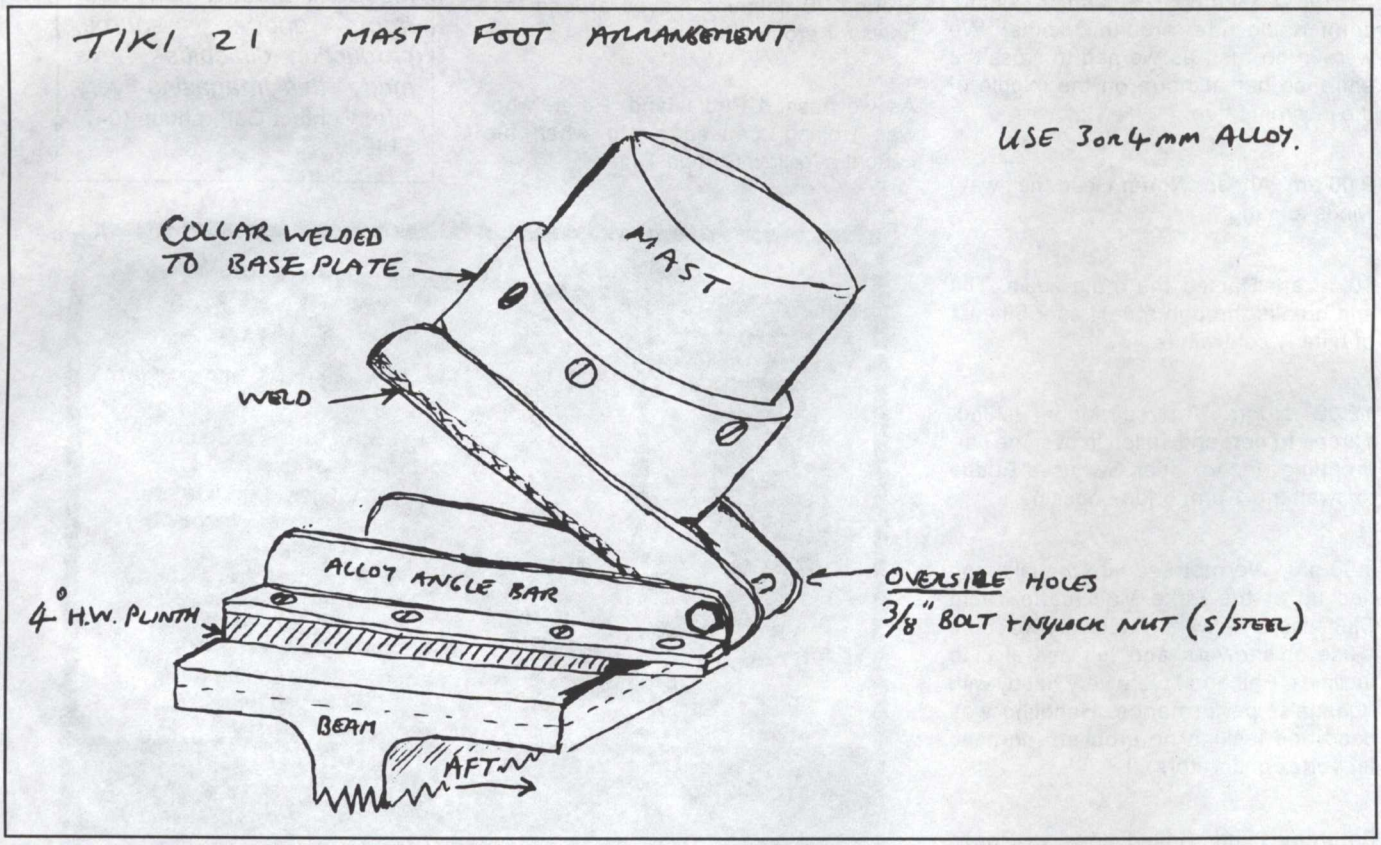
Space forces a change of plans

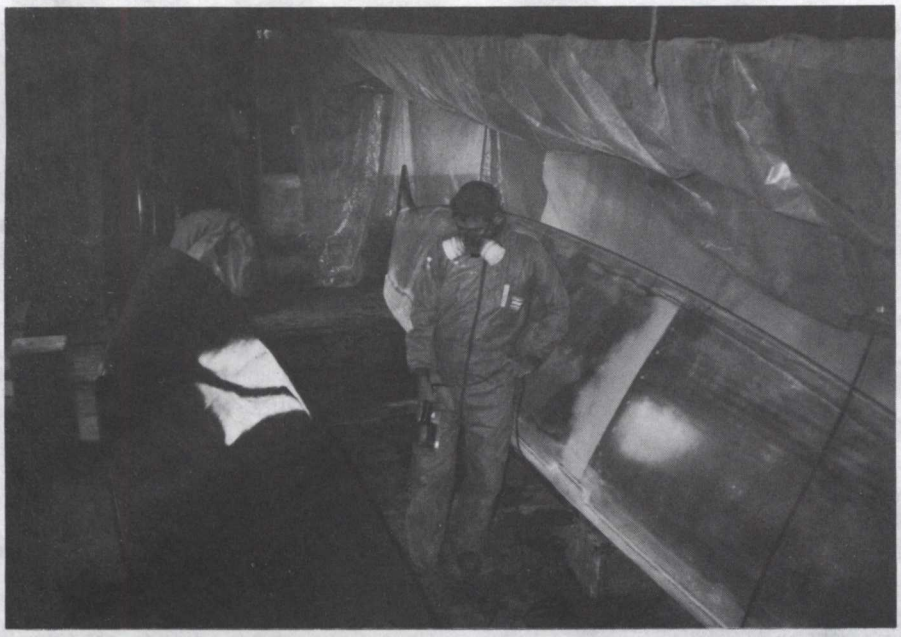
Howard Speight



It was three years ago when I decided to build a TIKI 26 - but I simply didn't have room to keep one at home. However - a TIKI 21 would just fit. So I bought the plans and bought all the ply and timber before the prices went up. I stored the timber up the stairs and the ply in the room. I rented an old shed down near the river and got to work. Building at first during summer was fast but in the winter it was so slow it was not worth the time. The only advantage of winter was the greater working time of the epoxy fillets - but any coating was taking up to seven days to cure. Amine blush was a big problem and had to be scrubbed off every time. In the end I built a polytunnel inside the shed and used two fan heaters to get the temperature up. This did the trick. I worked in my spare time up to twenty hours a week, but for sheathing I got great help from John and Helen Cartwright (HITIA 14). It took just 7 hours to do both hulls using the dry method which is far superior when using the 6 oz. cloth. Rubber squeegies are perfect for the job.

Sanding filling and fairing took me three months but I wanted it to be perfect. The Council who owned the shed then decided to cut the electric as they considered it to be unsafe, so I then had to work by hand and use a tilley lamp. The shed leaked and was



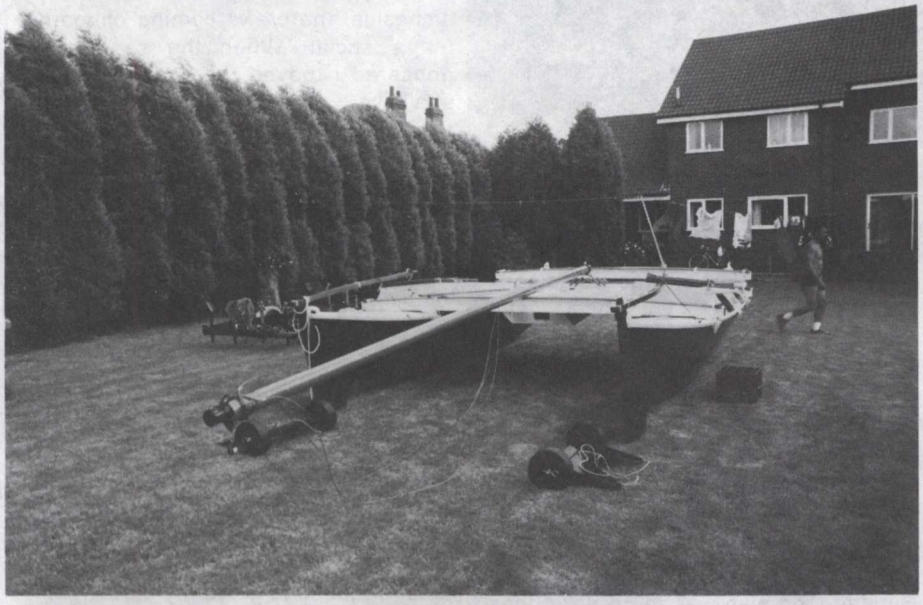


broken into several times. So it was a difficult winter.

Gluing the beams using wire didn't work but screws and clamps did.

I built the platform in the kitchen, mast in the kitchen and living room. This produced 2 ft, depth of shavings - lots of dust but a perfect wooden mast. After this I had to redecorate the room. The mast came out through a top window.

I acquired a good trailer and eventually last September the boat was launched and sailed in Filey Bay for one day. This was very successful and the boat sailed at 9 knots with ease. I had to store the boat then due to bereavement of my canoeing friend and illness of my daughter; but this spring should see some real action. I can't wait.



I've enclosed a drawing of an improved mast foot which should allow easier raising of the stick as the original is not very positive.

I kept meticulous accounts while building. Total cost includes shed rental and every tool and sheet of sandpaper, also the trailer £ 6535.74.

Total hours 1591.

Opposite page:

Photo: Interior finished!

Sketch: the mast foot

This page:

Top: Inspecting the finish by hand-lamp

Middle & Bottom: At last the boat gets assembled for the first time!

ANN PERIGO ~ PART 2

Ian Hooper (Pahi 26 No 1) continues his story, began in Mag 26.

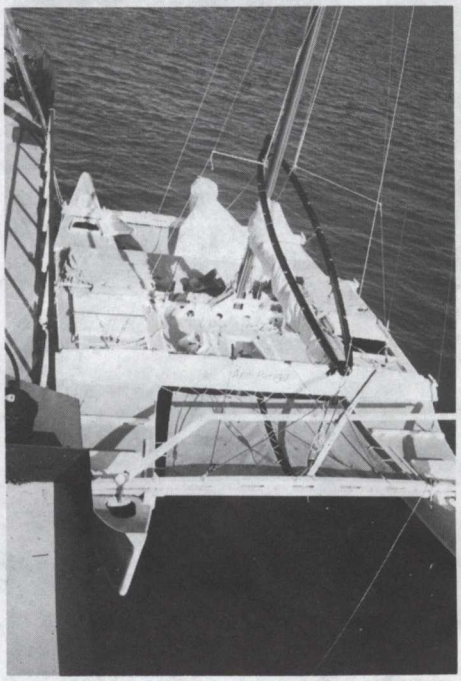
4. First Use Experience

The weather from mid July to mid August 1993 was one succession of one low following another rolling in across Britain. The high pressure was to the south of Britain, the dividing area between the two systems running through the centre of France; and that is where it stubbornly remained for my two week holiday and on past it. After waiting on the boat for a week for things to improve I finally gave up waiting for light winds in which to learn how to sail her and left the boat on her mooring to herself. That was a good percentage of the sailing season gone. I found that I had again peaked with my enthusiasm on the boat and was quite happy to leave her.

This meant that by mid August I still hadn't sailed the boat properly with all her sails up. Also due to circumstances the first mate was no longer available to crew so I found that I was on a new learning curve of taking the boat out alone. Thus I was back to basics in boat handling, learning how to do it on my own, such as getting the boat on her mooring, anchoring and planning ahead so that things were to hand.

It was at this time that I realised I had achieved my task list. From buying the boat (now a year ago) things had come a long way. The boat was launched and in commission. You can't rush sailing experience I thought. I will now take things at my own pace and start to enjoy the boat. So this I did.

I decided to give my wheel chair bound disabled brother a week-end on the boat, to show him what it was all about and where I had been spending my time over the last year. There's plenty of space for a wheel chair on the bridge deck and he will have a first class view of every thing going on and off the boat. At this stage I thought I would stay on the mooring as I thought it would be too risky to take the boat out with a wheel chair stuck on the deck. Once the wheel chair was on the boat and the tide was in I found that the wheel chair presented no problem to the running of the boat. In fact it wasn't a problem at all. For safety reasons I decided that he would not be tied into his wheel chair as he would have been on land but to leave him loose in the wheel



chair. To actually go overboard he would have to traverse out of the bridge deck well and 4ft over the coach roof or ahead over the trampolines. The wheel chair with its brakes on was stable so I didn't bother to lash the wheel chair down. This would give him the advantage of being able to turn the chair to any angle to see what was going on. I put on a compact life jacket on him and showed where to pull to inflate the life jacket in an emergency.

The week-end coincided with the Tollesbury Mud club barbecue on the Sunday. The plan was to go down the creek to a submerged sand spit and wait for the tide to go out. Then move onto the sand for the day when it appeared. This we did. As I was now feeling more relaxed with the boat I anchored her properly with an anchor bridle to each hull as indicated in the plans. I found that she didn't swing around at all. (The wind and the tide were both going in the same direction.) The last time I had anchored over night with the anchor line to only one hull the boat had sheared around in a 40ft arc and kept hitting one of the withies marking the channel where I was anchored. At one stage in the night on the rising tide the withy went right under the boat between the hulls and the boat became stuck on it.

While waiting for the tide to ebb, the boat became a handy floating pontoon for a couple of sailing dinghies to moor alongside, the crews coming onboard for a social. When the sand spit appeared I moved the boat in to the shallows, re-anchored and waded ashore. Club members waded out to the boat and helped to get my brother and his wheel chair off the boat and onto the spit. The one hull was just aground for every one to get off. When all were off I pushed the boat out into the deeper water again in order for her to stay afloat.

Another manoeuvre I tried later on that day resulted from crawling up the creek with the flood tide as far as I could go. As I ran aground, I decided that I would go back to an empty mooring buoy I had passed about 50m further back down the creek and wait the 3 hours of flood I required to get to my mooring in comfort and make some tea.

As there was not enough width to the creek to turn around very easily, I

decided to run her astern and to get a feel of how she manoeuvred. Once I had got enough way for steerage I found she responded to the helm quite easily. It was just a case of reversing up against the tide to the buoy. As Wharram cats are double ended I moored from the stern so when I moved off in the dark later that evening I would still be facing the correct way to go up the creek with the tide. At the end of the weekend I was quite pleased with my manoeuverings!

5. May & June 1994

Through out the winter just past, my only motivation was to go up to the mooring every other weekend to check the Tikiroa for chafe and that all was well. The easterly wind was bitter and a 5 minute check was sufficient. The rest of the visit was usually spent on a friends barge in the warm drinking coffee before I made my way back to London. Thus a 6 month resting period went by.

Come May my motivation began to return on the Tikiroa. An extra reason was that I had met a new 1st mate, Anna-Ray, who was totally enchanted with the design of the Tikiroa after visiting for an evening. She was currently re-caulking her own boat in the yard an ex Naval Pinace. The Tikiroa was at the opposite end of the boating design to her vessel and I began to tell her all the philosophies of the Wharram design. The weather was improving and she was keen to come out for a sail. It was now time to make the wishbone, which I did in two weeks. Motivation was running at 100%!

The first real trip out was on a 3 day Mud club weekend.The plan was Tollesbury / Pyfleet off Mersea Island / Rowhedge / Colchester / Pyfleet / Tollesbury.

The wishbone was completed and fitted to the boat and the mainsail was fitted with the reefing snatch block. Everything was ready, the mainsail hoisted and checked to be snag free half an hour before we were ready to go.

Soon we were off the mooring and down the creek into the Blackwater heading close hauled on the port tack in the direction of the Bench head buoy some 3 miles distant off the coast. The wind was a 3 to 4. Then it was time for the first tack with the correct rig. I had read over the winter how to tack a cat in a back issue of the Sea People. Let the boat off the wind to gather more speed. Then start the tack. Not too much rudder, let the boat sail through the turn. As she got closer to the wind she slowed down almost to a standstill. Sheet the sails in flat, let the jib back and fill with wind,and pull the boat through. The boat was now with the wind on the starboard side, turning all the time and gathering speed through the turn. Then, correct the rudders so not to over steer and the boat was off on the new tack. Well a bit like tacking my old bilge keeler, but a lot less rudder. We completed a few more tacks on the voyage and four hours later arrived off the beach at East Mersea for the club barbecue and I jumped ashore with the bows just aground. We had covered about 10 miles in 4 hours. As I don't have a log, and I didn't have much an idea of how fast I was going at the time, but I was quite pleased with 5 knots average with the main and staysail up. Most of the time I felt the boat was under canvased, but that was my intention on these commissioning sails.

After the barbecue we all went around to the Pyfleet to anchor for the night.I now hang a drogue over the stern in the form of a bucket on 15 feet of rope. This along with an anchor bridle, one arm to each hull, holds the cat on the same heading as the anchored monohulls without any worry of the boat shearing around in an arc.

For the record, the next day we sailed down wind (and motored for part) up the River Colne to a waterside pub at Rowhedge for lunch. Due to the shoal draught the Tikiroa was one of the first boats along side the quay. After lunch four other club members came on board and we took the last of the flood for a motor up to Colchester Hythe Quay. We returned to the Pyfleet for a second night. The following day the wind had changed direction 180° so we were close hauled back to Tollesbury. I don't have a depth sounder at present, except for a boat hook to be poled in the water to check the depth. I was cutting the corner of Mersea Island to hold the course when we ran aground on Mersea Flats. I was cutting in on a rising tide on purpose, as I was too lazy to put a tack in to get out into deeper water. Any way I dropped the anchor and the sails and had a beer with the first mate sitting in the sun. We were well afloat in 10 minutes but stayed longer as it was such a pleasant place to be, off the coast sat in the sunshine on board the cat. At long last after 2 years I finally had my new boat in commission.

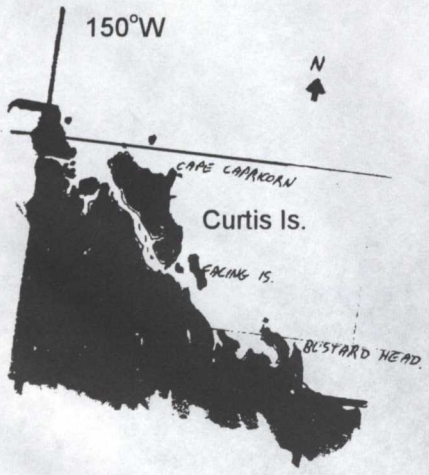
NEWS FROM SEA PEOPLE

Australia

Alex Milne, Gladstone Queensland.

Alex and Lynne launched their Hitia 17 "Jodi" in February this year and tell us that, "She sails like a dream, very stable and safe. Slices nicely through the chop, we are looking forward to the time when we can sail and camp on the beach. We should be able to do this soon when more time becomes available.

We try to arrange things so we can leave the boat set up and sail for several days at a time. My cat corner is where I live, near Gladstone Harbour, an area of several hundred square miles of protected and semi-protected water, creeks rivers and estuaries and one of Australia's major ports, lying between Curtis Island to the north, Facing Island to the east and the mainland west and



south. It has excellent fishing and crabbing and great sailing in a very moderate climate. Effectively I have a stretch of fairly safe coastline with many accessible boat ramps and bolt holes, a couple of hundred miles long all together and an hour or two of driving can get me to many wonderful areas. The harbour itself is approximately 50 k.m. long and up to 10 k.m. wide.

Canada

Dave Absolom writes from Ontario with a photo of the launching last year of his Hitia 17, "Spike". Dave launched at Wasaga Beach, Georgian Bay and says that he trails his boat to the water. He says he finds it best to camp for at least a week at a time and daysail.

From Ed Beard.

I live aboard "Fireweed" when I'm not at Triple Island Light Station. I work four weeks on and four weeks off. She is a standard Tanenui except for the cabin tops and sides which were built into the hull instead of separate and raised six inches to give me five foot headroom. The port hatch has a lexan dome which allows standing headroom at the stove. In the stern part of the starboard cabin I have a small pilot house with a wheel for steering inside. *(Ed. Essential up there I should think.)*

Germany

from Edeltraud Titze

Dear Scott,
Thank you very for your letter.

I have become member of PCA because I am building the Tiki with my husband, but he doesn't know English. My husband Günter is a member of "Multihull Deutschland".

We have finished a Tiki 21, with modifications and are now on a "Tiki 38" we have to change also very much.
Till next time.
best wishes
P.S. Please give us the address of Peter Mican, Wien, (issue No 25).
(Ed. We shall have photo's etc. of the 21 mods in the next mag. Peter's address can be found in your year book, delivered by post during August)

From Wulf Claussen
Dear PCA members and Seapeople!

Finally I have the time to write this letter: We began building our Hitia 17 in Jan/Feb 1993. Of course the building time and costs were highter than expected. We couldn't finish the boat for summer 93 so we took a break from building (ie. sanding). Slowly the cat was finished during winter/spring 93/94. Launching day was in May 94 in a lake in Saufham Netherlands (Vaarse Meer). We were very nervous about how it would work out but all our fears were proven wrong. Our "Prince of Tides" proved to be a good strong cat. We sailed for some weekends in Holland but then in July/August I had to move to Hamburg due to work.* So our sailing time was much to short for such a good summer. We installed a traveller control line which improved the sailing abilities tremendously (although we still have our problems to tack). The canoe type hatches didn't look too watertight to us so we made ridgid hatches (which are 95% watertight!) from timber and ply.

I think it would be a good idea to offer the option for a rigid cockpit floor instead of the trampoline (maybe like the hitia 14?).

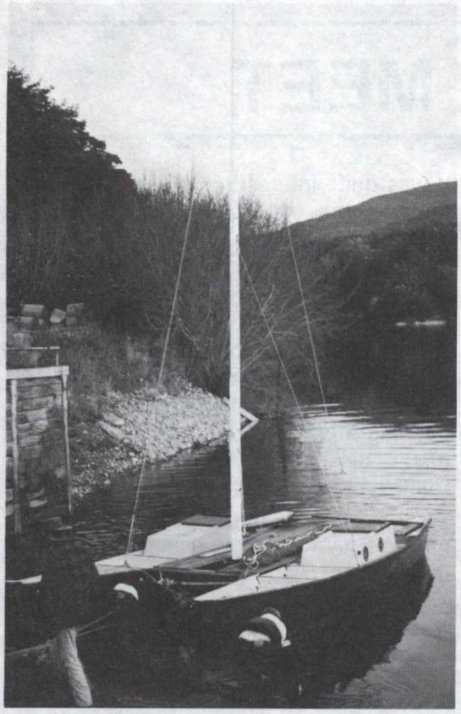
Anyway we very happy and satisfied with the Hitia 17. We made the right choice. Now we are longing for a good summer.

Members and Seapeople: keep the good work up and congratulations for the great and interesting magazine.

New Zealand

From Kevin Bourke

I flew to Auckland recently and spent 4 days with the Wharrams on "Gaia", what inspiration! They have generated much interest and excitement here with the boat and James doing lectures, good value. It was fantastic to look over "Gaia" and to finally meet the team who conceived and created the Pahi 63. I



now have a "Spirit of Gaia" tee-shirt which I have hardly taken off since I got it! The picture shows "Tucanoo" (Hinemoa) on Lake Manapouri, I also operate the tug and barge in the picture plus two 54' passenger launches taking workers 20 miles across the lake to the hydroelectric power station. The lake has 140 miles of shoreline, is 500 metres deep, contains 35 islands including N.Z.s largest in fresh water and has salmon, brown and rainbow trout and two kinds of eel.

Portugal

Dave & Jo Hender
News from Tiddles

June '95

For those who haven't heard, we left NW Spain at the end of October '94 & headed south to keep ahead of the approaching winter. Stopped a few times on the west coast of Portugal in order to rest, & shelter from the gales, then found ourselves in a different world after rounding Cape St. Vincent - the Algarve's reputation of the best climate in Europe seems well justified to me. We paused for a week in Sagres, exploring the historic peninsular, before heading east to the island of Culatra, off the coast near Faro. It had been our intention to spend Christmas at Culatra, & this was a great success, with a Christmas Day BBQ on the beach. I think Culatra must grow on you, 'cause I've been here six months now and I haven't got sick of it yet! Whilst here, we have had several friends and relatives visit, and accomplished a series of minor expeditions - visiting the Guadiana river (Spain-Portugal border) for a couple of weeks in March, and taking "Tiddler", the dinghy, for a three day exploration of the extensive creeks and lagoons around here in February (sleeping on the beach, in mid-winter, - can't be bad!). I also made a lightning visit to England (three weeks in April) to get my teeth fixed and pick up a few bits & pieces of gear. The rest of the time here has been spent progressing the boat building (still not finished !) interspersed with walking, dinghy sailing, barbecuing, & socialising.

At the beginning of May, Jo had the opportunity to join Nick Skeates, on Wylo II, for a non-stop passage to England, where she is now renewing old acquaintances & topping up her cruising kitty, whilst deciding what to do next. Jo has also sold her first writing - a magazine article, due to be published soon in the American "Multihull" magazine. Well done, Jo!

My plans are to complete a few more of the most pressing jobs aboard - notably the self-steering gears, then press on towards the West Indies, stopping at Madeira and the Canaries en route. The Lifestyle doesn't seem to be shaping up too badly - should have tried it years ago !

U.K.

Simon Arnott writes from Carlisle to say, "I have nearly finished "Two Step" (Tiki 21), at present there are bits of cat in barn, workshop and house. I am hoping to be able to do without an engine as I hate them. I intend to cruise the west coast of Britain, based on the Solway Firth and perhaps, (eventually) to circumnavigate mainland Britain without incurring harbour or marina fees, stopping only at "Cat Corners".

From David Ashworth, Stratford upon Avon.

I started building a Woods "Mira" 35' cat last March but the more I built and learned the more I realised that I was *building the wrong boat!* I have now modified it to have canoe sterns with skegs and outboard rudders. She is now 37' overall, I have just finished glassing the hulls and am about to turn them. I am hoping to complete this year.

Uganda

Colin and Anne Glennie sail a Tiki 26 on Lake Victoria, (See Sea People no 26, "Pelicans to Port") "Margherita" is one of only two cruising boats on the lake", they write. "Lake Victoria is the second largest lake in the world. We plan to cicumnavigate in 1995 (ca 800 miles) retracing the voyage of the explorer H.M. Stanley in 1875". (Report with photo's please. Ed.)

U.S.A.

From Joe and Jeannie Miller

Our Narai Mk.II "Madrigal" has been at our home since '93 for a rebuild, we have increased the beam to 20'3" with new aluminium crossbeams. (one and four are "I" section beams, two and three are channel section.) We have a new central cockpit pod and are re-rigged as a 3/4 masthead sloop with rotating Gougeon 43.5' wing mast. We have fitted inward pointing vortex generators she now sails much better , tacks every time. Wharram owners cruising Chesapeake Bay are welcome to our cove off Mob Jack Bay on Wilson Creek. I always enjoy reading the Sea People and appreciate all the work that you put into in.

DITTY BAG

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AUSTRIAN SUMMER MEET

From Gerald Winkler

After a long period of awful weather the 2nd WHARRAM TRAILER SAILER BOAT MEETING took place on the Neusiedlersee on September 23, 1995.

This years meeting point was located in the southern part of the lake at the "Schotterinsel" which means gravel island. The reason for this name is that the bottom of the lake there is gravel instead of the usual mud due to an underwater spring feeding the lake (you can feel the cold spots).

The day of the meeting was perfect and allowed for a broad reach to the meeting point. Boats enjoyed speeds around 10 knots without getting soaked. Because it was a clear day you could see the typical shape of all the Tiki sails converging towards the fast growing raft. Because the island is relatively small the shape of the raft looked a bit like a banana around the reeds.

A 20 year old Tane arrived at first. Her natural wood sections were recently revamped and she was the only 'Classic', all others were Tikis. This year saw the launch of Reinhold Schröders Tiki 26 "Two Huskies", unique as she lacks trampolines and cockpit, but instead has a ply platform between the hulls from the forestay to aft. Earlier this year a new white Tiki 26 from Vorarlberg (west Austria) arrived at the Marina Podersdorf. Roland Walter who attended the spring meeting as a visitor got pretty enthusiastic about sailing at the Neusiedlersee and loaded his Tiki 26 on a truck and moved her from the Bodensee to here. Walter Trentin, a veteran in multihull sailing attended with his 21. He changed one of the cabins into a pilot-cockpit style shelter and sails the boat sitting inside the port hull. He started multihull building and sailing in the fifties. He likes fast sailing very much and therefore it is not an uncommon view to see the sunlight shining through below his windward hull. Meinhard Koch's appearance was obligatory, this time full styled with cowboy hat, a bottle of champagne and an Indian canoe (self built of course) as tender to his 'PAPALAGI'.

It was quite interesting to see eight Tikis tied together, to compare and discuss different solutions. As usual time was too short. It was nice as you could walk over a raft more than 40 meters wide and have a chat. On most of the boats beer, coffee or punsch was offered, as well as some goodies to eat. Helmut Rieders 'AURA' has already established the habit of opening a bottle of red wine after the raft has dissolved and usually is rendezvousing with other polycats sharing the wine while sailing (see photo). Helmut is now using a light wind genoa and reports good performance. This summer he trailed his Tiki 26 to western Italy from where he started his east Corsica trip.

'FRIDOJA' just returned from the Adriatic on her trailer where she spend some months cruising in Italian and Northern Croatian waters. 'KANANASKIS' was also cruising in the Adriatic this summer, where she met British Tiki 21 'GRATITUDE' with Mike and Jenny Wynn and later had to learn a lesson by experience while running into a 40 knot Bora in front of a lee shore.

The meeting attracted also some builders. Beside some Tiki 21 & 26 two Tikiroas are near completion and Günther and Gundi Zimmermann's Tiki 30 is progressing remarkably. They are currently planking up and by keeping this pace we could see them sailing late 96.

In the late afternoon it got obvious that the wind will not stay into the night so most of the boats headed for the Marina Podersdorf, where they arrived with the very last breeze at sunset. The meeting was prolonged at the local Pizzeria, where out of the blue study plans of the Tiki 38 lay on the table and a lively discussion continued until late in the evening.....

We started this kind of meeting last year (see mag 25), having 6 boats attending, while this year the number increased to remarkable nine Wharram catamarans. I think this is quite unique, if you take into account that this happens in the middle of Europe.

In the meantime we had a 'dry' meeting end of November and a boat meeting in June, but September is the main event, because all boats had returned from their summer cruising and plenty of news is all around. As it looks now these three dates will remain unchanged for the next year.

We try to have the boat meetings around the full moon phase. Everybody is welcome to participate, discuss, sail or just enjoy talking about polycats.

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BOOK REVIEW

Steve Turner

CANVAS AND ROPECRAFT

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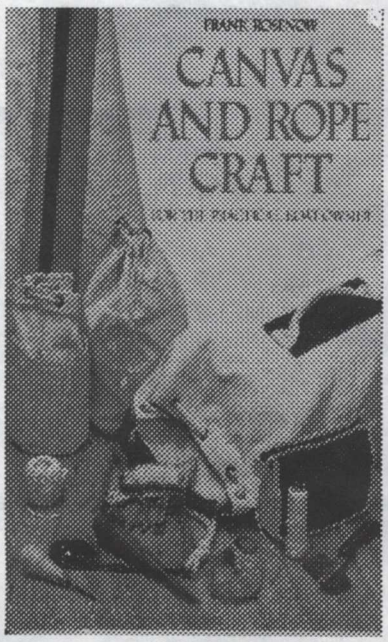

Anyone who has built their own Boat is likely to want to have a go at some canvas work to embellish or protect their "BABY"

This Book by F.Rosenow is an ideal introduction to the subject. Although he served a traditional sailmaker apprenticeship in his native Sweden, this book draws much more on his experience gained while Blue Water cruising in his small yacht 'MOTH'.

The book leads the reader from a very simple 'Ditty Bag', through progressively more ambitious projects including sail repairs, flag making, various hoods, awnings and covers, a sea anchor and even making a hammock! It takes a look at making cruising sails and finishes with a section about ropes and knots.

The text is complemented by the author's own beautiful pencil sketches which clearly illustrate all the projects and help to earn a place on the bookshelf of any cruising yacht.

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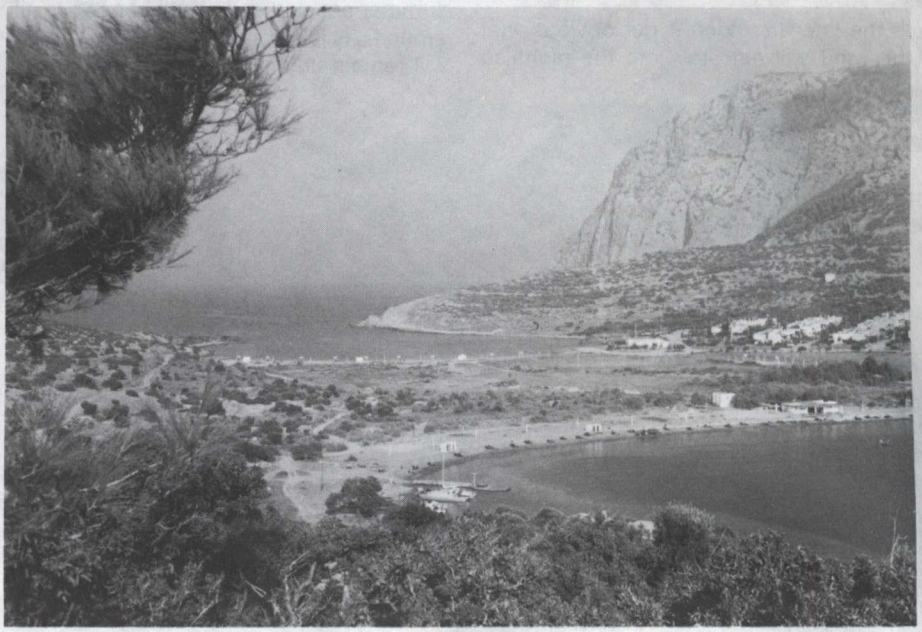
CAT CORNER ~ TURKEY

Yoav Ktalav

SSE Turkey, Ovacik Peninsula

At 36°9'30"N & 33°41'20"E, a little NE of the Ovacik Peninsula, there is small bay open to the NE but protected by a small island. The Imray Laurie "Turkish Waters Pilot" shows an anchorage in 3 to 4 meter. When we arrived there for the night on our way to enter Turkey in Tasugu, we noticed that the predicted holiday village from the 1987 book was alive and prospering. So, after legally enterlng Turkey and aquiring our transit log, we came back to this lovely spot. The village is on a moderate slope to the west of the bay. To the south is a long sandy beach with free showers and restaurant and in the SE corner there is a small harbour for the fishing boats and many sport boats. When we tried to enter this excellent place we noticed some locals warning us about the shallow water. After they finished helping us fastening down to the concrete quay, they come to look with amusement at the more then half metre of crystal clear water under our 80 cm draft (we carry to much load). We stayed there 4 days swimming, snorkeling and resting before sailing on. In the village there is small "supermarket", a post office that we never found open and two pay phones that were out of order. The pilot book warns about strong northerly winds at night. This should be taken most seriously even if two or three nights passed quietly. It pays to take down the awning every night.

Otherwise this part of Turkey is much neglected by the yachting community. This may be as it is less attractive than the Bodram to Allanya part, but the shore is beautiful and anybody will appreciate the solitary beach. There are many rewards in those places.



Starting next issue: A series of Cat Corners around the Irish Coast by Andre Gietl

TANGAROA ~ TON TON MILOT

Pearl & Eric Howard
Philipsburgh, Sint Maarten, N.A

Dear Scott

Eight weeks have passed since we arrived and we intend to depart tomorrow, but tomorrow never comes, and the days keep slipping by.

There is a French Pahi 31 anchored half a mile away and a Nari 4 "Tekaroa" which you may remember as they did some fitting out at Millbrook, they being Peter and Kirsty. Kirsty has found work which means they could be here a while.

This is the the thing about St Martin yachts. People arrive and if they are young and need to augment their income it does not seem to take them long to find something in the way of a job.

In Simpson bay lagoon there are many yachts and a large community of liveaboards, I am told by people that it is quite a sight to see them commuting to work by dinghy each morning, fathers one way , mothers another and son and daughters yet another way, yes they become three dinghy families.

The whole area is run by yachties for yachties. You can get anything for a yacht here. Some people are desperate to get rid of spare gear, which gives you a clue that a lot of good bargains are about. One problem in the lagoon is dinghy theft.

I am writing this on deck under a makeshift canopy as it is 100° F below. Thank goodness for the strong breeze.

It is surprising how often you meet the same boats.There are Two Swedish and one Japanese near to me here that were nearby in Funchal harbour on the way out.

When they leave I suppose you could say they will be "Homeward Bound" sad in a way. I hate to say "goodbye".

I intend to island hop down to Trinidad get the boat hauled out, scrubbed and washed and stored, while I fly home for a visit, survey and where possible a refit.Then (unable to read) to Trinidad and spend some time and money on Ton Ton Milot to make her a better boat . She deserves it.

Many U.S. sailors are in town today. A large aircraft carrier with a complement of 4,000 is anchored in the bay with the cruise ships.

All goes to make St Martin a prosperous place, no poverty although I am told that the further south you go it is noticeable.

As you have probably guessed the lifestyle here is very relaxed. Pearl and I do not want to live in a house again, we have no regrets (unable to read) the past and do not worry about the future, just take each day as it comes.

Hope to return mid July and visit Gweek sometime, so will contact you for a chat, God willing.

Photo:
Tim Forrester with Eric & Pearl on Ton Ton Milot at Gweek before departure

Ed. Update. Pearl & Eric flew back to the UK in September and came to the AGM. One of their postcards was drawn in the POSTCARD COMPETITION, much deserved as they sent a card from every port!

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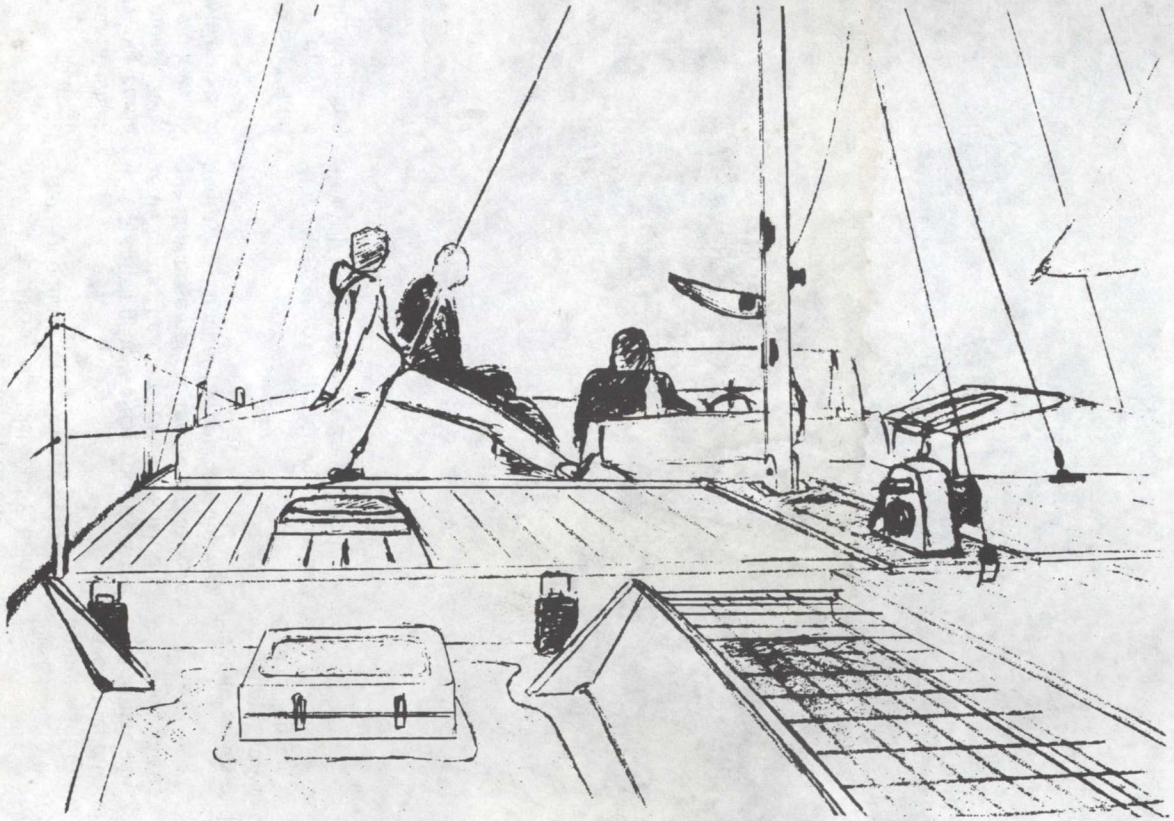

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